Sail Tall Ships!

A Directory of Sail Training and Adventure at Sea



American Sail Training Association

SAIL BOSTON 2000®

THE OFFICIAL

UNITED STATES

RACE PORT

OF TALL SHIPS 2000

JULY 11-16, 2000











SAIL BOSTON 2000

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TEL: (617) 439-7700 FAX: (617) 439-7701 HTTP://www.sailboston.com E-Mail: ships@sailboston.com



Sail Tall Ships[®]!

A Directory of Sail Training and Adventure at Sea Eleventh Edition



Set sail for the adventure of a lifetime! Explore blue horizons and experience the challenge of wind, weather, and sea.

Adventure travel under sail!

The ships listed in this book, all members of the American Sail Training Association, provide you with opportunities to visit exotic destinations, experience living history, or study marine science—for a day, a week, a semester, or for the time it takes to circumnavigate the globe.

Sail training is more than learning to sail; it is learning from sailing; from the ship, from the sea, from your fellow voyage crewmembers—and from yourself.

The American Sail Training Association (ASTA)

ASTA's mission is to encourage character building through sail training, promote sail training to the American public, and support education under sail.



To sand.



Or not to sand.

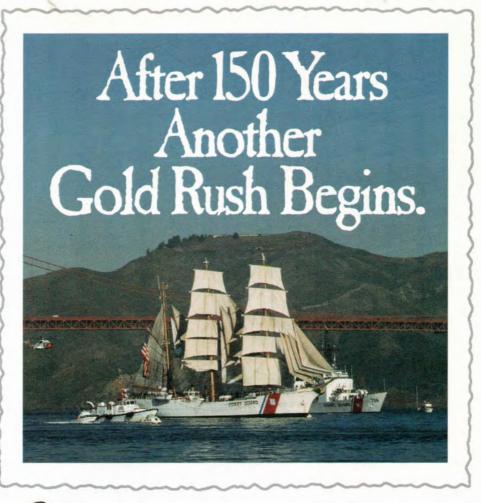
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Sail Tall Ships[®]!

A Directory of Sail Training and Adventure at Sea 11th Edition



American Sail Training Association Newport, RI

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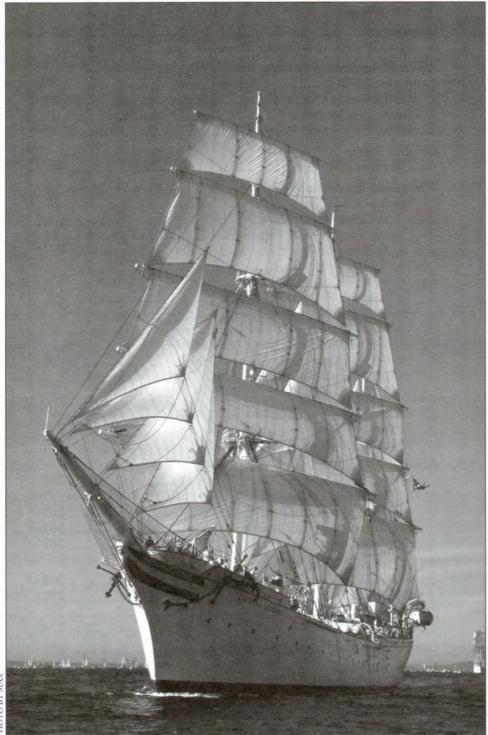


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Foreword

As the Twentieth Century draws to a close, it is exciting to reflect on the changes in the world of seafaring in the last 100 years and on the challenges and opportunities that lie ahead for sail training. It may surprise you to know that *sixteen* of the vessels in this edition of *Sail Tall Ships!* were already in existence at the turn of the century! 100 years ago, steam was already well established as the maritime propulsion of the future, but a substantial portion of the world's trade was still carried on under sail and many shipping companies still insisted that their officers serve their apprenticeship in sail.

That was what sail training was about in 1900: preparing professional mariners for a seagoing career in the tried and true way. Even with the total demise of commercial sail after World War II, that tradition didn't die out altogether; indeed, it persists today in some countries, and many of the remaining large square-riggers are employed in that service. But as commercial sail died out, and cargo ships grew both larger and more automated, two new ideas began to emerge in the 1930s and 40s that have had remarkable force in shaping the modern sail training movement: the idea of *adventure*, as embodied in the careers of such legendary figures as Irving Johnson and Alan Villiers, and the idea of *character development*, as embodied in the Outward Bound movement.

Even more significant than those sixteen centenarians in our Directory, therefore, is the fact that nearly half of the 186 ships and programs in these pages—83 in all—have been built since ASTA's founding in 1973. Taken together, they offer almost every conceivable kind of opportunity for adventure and growth for people young and old, in ships large and small, on voyages short and long. What they have in common is a conviction that anyone who undertakes to learn to sail a ship stands to learn some of the most important things it is possible to learn in a complex and uncertain world: how to get along and cooperate with others in a common enterprise; how to recognize one's own limits, as well as one's own potential; an understanding and respect for the forces of the natural world, especially those at work in the watery parts of it; a respect for the human skill and ingenuity, born of necessity, that have enabled people to build ships and then sail them since time immemorial in order to move goods, or harvest fish, or discover new lands, or defend their own shores; and, perhaps most important, the sense of excitement and adventure that comes from setting out on a voyage of discovery.

As the new Millennium dawns, there is every reason to believe that programs like the ones represented in this Directory will continue to grow and multiply. There is something here for you, I guarantee it; so don't miss the boat. Jump on board and join the crew!

David V. V. Wood Chairman, ASTA





PHOTO BY MAX

A Brief History of the American Sail Training Association

The American Sail Training Association (ASTA) was founded in 1973 to coordinate and foster the expansion of sail training activities in American waters. It was the first national sail training organization to affiliate with the International Sail Training Association (ISTA), and is thus the eldest "sister" in a family that has since grown to include sixteen similar organizations around the world.

Initially, the American Sail Training Association worked to coordinate races and gatherings of sail training ships around the United States. ASTA's founder, Barclay Warburton III, had sailed his brigantine *Black Pearl* across the Atlantic to participate in the ISTA-organized 1972 Cutty Sark Tall Ships® Race series, and was so taken by the enthusiasm and spirit he witnessed in that international gathering of tall ships and youth that he worked the rest of his life to bring such activity to American waters.

The Tall Ships® Races began in 1956, when a group of prominent English yachtsmen saw the great age of sail coming to a close and were moved to bring the last of the great square-riggers together for a final goodbye. Having gained the support of the Portuguese Ambassador in London, they decided to organize a race from Torbay, on England's Cornish coast, to Lisbon. Five square-riggers—each operated as training

vessels—entered the race: Denmark's Danmark, Norway's Christian Radich and Sorlandet, Belgium's Mercator, and Portugal's first Sagres.

The event proved to be anything but a funeral procession, however, and has grown into an annual series that would astonish its original organizers. Today, hundreds of tall ships from around the world come together annually for friendly competition in international and regional Tall Ships® Races organized by ISTA and national affiliates such as ASTA. These races, along with waterfront festivals in designated start and finish ports, bring together the ships and young people of most European countries, Russia and the former Soviet states, Canada, Mexico, and countries throughout South America and around the Pacific Rim, including Australia, New Zealand, Indonesia, and Japan. The key element uniting these events is the emphasis on youth: ISTA's racing rules specify that no less than half



US Brig Niagara passes the South Haven, MI breakwater in a departing parade of sail during the 1998 Great Lakes Tall Ships Race Series.

those onboard participating vessels must be between 15 and 25 years of age.

In addition to organizing sail training events, the American Sail Training Association works in a variety of other ways to promote sail training and support education under sail. With an organizational membership of close to two hundred vessels, ASTA serves as a forum for information exchange, professional development, and programmatic standards. Through such initiatives as the Council of Educational Ship Owners, which lobbied successfully for the passage of the Sailing School Vessels Act of 1982 and the Sailing School Vessels Council, founded the following year, ASTA has worked with the US Coast Guard to develop regulations for sailing school vessels.

In conjunction with the Australian bicentenary gathering of tall ships in Sydney in 1988, ASTA also organized the first international discussion on safety standards and equipment for sail training programs. This was followed by the introduction of Safety at Sea Seminars to the US sail training community in 1989. Modeled on the US Sailing Association's seminars, but adapted for programs operating larger vessels, the name was changed to "Safety Under Sail" Seminars as they focused more on the needs and interests of the sail training industry.

In the 1980's, ASTA developed the concept of the Sail Training Rally, a shoreside competition among crews which provides trainees with an opportunity to demonstrate their seamanship skills in a friendly but competitive format where the general public can observe the sort of teamwork and maritime skills that are learned onboard sail training vessels at sea.

Significant milestones in the history of the American Sail Training Association include:

- 1956: The first modern Tall Ships® Race, organized by the Sail Training Association.
- 1964: ISTA organizes the first Trans-Atlantic tall ships race from Europe to New York for the World's Fair and New York's first "Operation Sail".
- 1972: Black Pearl and the US Coast Guard Barque Eagle become the first US sail training vessels to participate in the Tall Ships® Races.
- 1973: The American Sail Training Association is incorporated.
- 1976: The Tall Ships® Races from Bermuda to Newport bring ships from around the world to celebrate the United States Bicentennial and participate in New York's second "Operation Sail".
- 1978: The first Pacific sail training race, held in honor of the voyages of Captain James Cook.
- 1979: The first National Maritime Heritage Week, held in Newport, Rhode Island.
- 1980: Celebration of Boston's 350th Anniversary.
- 1984: ASTA/ISTA Tall Ships® Races held in honor of the 450th Anniversary of Jacques Cartier's first voyage to Canada, coordinated with the Canadian Sail Training Association (CSTA), founded the same year.
- 1986: Trans-Atlantic and coastal races and "cruises-in-company" held in conjunction with a New York port visit to Operation Sail 1986/Salute to Liberty in honor of the Statue of Liberty's centennial.
- 1990: The first Tall Ships® Rally, held in the Chesapeake Bay.

1992: Atlantic Sail Training Rallies held in conjunction with the Christopher Columbus Quincentennary and trans-Atlantic Races administered by the ISTA.

1994: Sail Toronto, Tall Ships® Erie, and ASTA's first Great Lakes Sail Training Rally.

1995: Atlantic Tall Ships® Race and Atlantic coast Sail Training Rally in cooperation with Mystic Seaport.

1996: ASTA and ISTA formalize Joint Venture to organize North American component of Tall Ships 2000*.

1997: ASTA's Twenty-fifth Annual Meeting and Conference on Tall Ships and Sail Training

1998: ASTA's Twenty-fifth Anniversary of Incorporation

1998: Great Lakes Tall Ships® Race Series

Over the years, the American Sail Training Association has also undertaken many other projects to meet the needs of a rapidly growing sail training community. These include a variety of publications including this Directory, forums, conferences, and other meetings which attract international participation, a Marine Insurance Program, a Billet Bank, and a constantly expanding web site. Professional and associate members of the American Sail Training Association now draw from 47 different countries and all but two states in the US.



ASTA Board Member Captain Bill Pinkney, first African American to circumnavigate the world, discusses safety harness design with ASTA member Jack Ewing.

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Alix T. Thorne

Village of Greenport, New York/Mayor David E. Kapell

1998 ASTA Awards

Each year, ASTA also recognizes significant contributions to sail training at the ASTA Annual Conference. Congratulations to the following individuals and organizations for an outstanding year!



Ernestine Bennett and Henry H. Anderson, Jr., recipients of the 1998 Lifetime Achievement Award.



Captain Martyn J. Clark accepts the Sail Training Program of the Year Award for S.A.L. T.S (Sail and Life Training Society).



Alice Moore Robinson of the Los Angeles Maritime Institute, 1998 Sail Trainer of the Year.



Alix T. Thorne accepts the Sea Education Program of the Year award for Harvey Gamage Foundation's "Ocean Classroom".



ASTA Chairman Captain David V.V. Wood, USCG (Ret.) presents the Volunteer of the Year award to ASTA Webmaster Graeme J.W. Smith.



ASTA Race Director Steve Baker joins Deb Davidson, accepting the Port City of the Year award on behalf of South Haven, Michigan.



ASTA Executive Director Pamela Dewell Smith presents a Special Recognition Award to Captain Walter Rybka.



Nancy H. Richardson, Special Recognition Award recipient.



Catharine McLean accepts the Black Pearl Award for Toronto Brigantine, Inc.

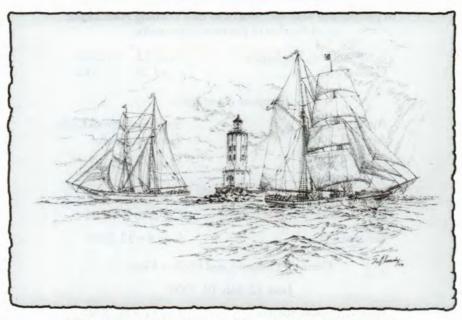


Captain Doug Prothero accepts the Perry Bowl for the winner of the 1998 Great Lakes Tall Ships Race, True North of Toronto.

The Los Angeles Maritime Museum and The Los Angeles Maritime Institute

Salute Irving M. and Electa S. Johnson

with the construction of two 90' brigantines to be named in their honor.



"The EXY JOHNSON and the IRVING JOHNSON Rendezvous at Angel's Gate"

Pen and Ink drawing by Scott Kennedy

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Organized by the International Sail Training Association in partnership with the American Sail Training Association in celebration of the new millennium...

Southampton, England Genoa, Italy April 12 – 16, 2000 April 20 – 23, 2000

European Races Start:

April 16, 2000 April 23, 2000 Southampton to Cadiz Genoa to Cadiz

April 23, 2000 Cadiz, Spain

May 4 – 7, 2000

Westbound Transatlantic Race Start:

May 7, 2000

Cadiz to Bermuda

Bermuda

June 9 - 12, 2000

Cruise in Company and US Port Visits

June 12-July 10, 2000

Boston, Massachusetts

July 11 – 16, 2000

North American Race Start:

July 16, 2000

Boston to Halifax

Halifax, Nova Scotia, Canada

July 20 - 24, 2000

Eastbound Transatlantic Race Start:

July 24, 2000

Halifax to Amsterdam

Amsterdam, The Netherlands

August 24 – 28, 2000

For news and announcements, please visit and bookmark: http://tallships.sailtraining.org and http://www.tallships2000.com



To enhance awareness of sail training and to highlight the tremendous opportunities for adventure under sail in the next century, Tall Ships 2000® has been jointly organized by ASTA in partnership with the International Sail Training Association. Queen Elizabeth II, Queen Beatrix of the Netherlands, King Juan Carlos of Spain, and President Oscar Luigi Scalforo of Italy are patrons of honor for this spectacular Atlantic circumnavigation which will draw hundreds of ships from around the world.

Thousands of young trainees, crewmembers and ships' officers will join millions of visitors in race port festivities beginning with the start of simultaneous races from Southampton, England and Genoa, Italy to Cadiz, Spain. The ships join together for another race to Bermuda and then a month of informal visits in US waters prior to the second series of races, which start from the official Tall Ships 2000 US Race Port of Boston, Massachusetts in mid-July.

During this month, many US communities will welcome the fleet: Tall Ships® Newport Salute 2000 invites ships to visit June 29 - July 2, just before OpSail New York's celebration of Independence Day. Charleston, South Carolina and a number of other ports plan invitations for ships to visit during the month-long cruise along the US East Coast.

From Sail Boston 2000, the Tall Ships 2000 fleet will race to Halifax, Nova Scotia and then in a second trans-Atlantic race to Amsterdam to complete Tall Ships 2000®. Visit the ASTA website http://tallships.sailtraining.org or http://www.tallships2000.com for frequent updates.

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hoto by Matt Ferguson

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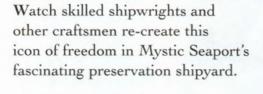


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July 13 - July 19 - Boston to Halifax

July 21 - August 24 - Halifax to Amsterdam

Early September - Holland to England via France

Late September - England to France to England or Ireland

Early October - Ireland or England to Lisbon

Late October - Lisbon to Canary Islands

Mid-Nov. - Early Dec. - Canaries to Antigua, Caribbean

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The Sailing Experience



Trainees aboard HM Bark Endeavour during the 1998 North American Tour

PHOTO COURTESY OF PROVIDENCE JOURNAL-BULLETIN

Youth at the Helm

by Martyn J. Clark

"The trouble with adventures," grumbles Tolkien's hobbit, "is that they make you late for dinner."

Perhaps it is because the young are not unduly concerned about being late for a meal, or missing one altogether, that they so love an adventure. And adventure loves youth; for there is nothing in this world so able to grant maturity and responsibility in generous measure as true adventure.

At S.A.L.T.S., the Sail and Life Training Society, we take over one thousand young people to sea each year. The coastal programs vary from one or two days to ten and take place in the spectacular straits and fjord-like waterways of the Pacific Northwest. The offshore voyages range from nine months to two years and high school graduates sign on for one or more legs of each voyage.

The first offshore voyage saw the top-sail schooner *Pacific Swift* journey across the vast expanse of the Pacific Ocean to visit Australia and New Zealand. The second voyage included a visit to the Galapagos and Pitcairn Islands. The third voyage was really two voyages in one, with the ship sailing both Pacific and Atlantic oceans, reaching Spain and Portugal and returning via Africa and Panama to British Columbia. The last and most recent voyage included the remote islands of Easter, Pitcairn, and the Gambiers.

Typically, a youngster may initially come aboard with a high school outdoor education program. He or she then signs on for the longer summer trip and ultimately, after completion of grade 12 and much planning and saving, sails as an offshore trainee for several months.

What is the net result? Handled prop-

erly, such a curriculum will introduce forms and development of character seemingly out of proportion to the investment. "Why is this?" one might well ask. While we still lack a comprehensive analysis of the sail training experience, I believe that the answer may truly lie in the combination of youth and responsibility.

As the late John Gardner has pointed out, it is an anomaly of our modern age that though we idealize youth (witness



Noon sight aboard Pacific Swift

the thrust of most advertising), we do not trust it. Youth is shielded, even pampered, but denied true responsibilities. We only need to reflect briefly on our recent nautical past to see what youth can and will do given helf the change.

do, given half the chance.

Donald McKay, famous builder of clipper ships, when 21 was already a reputable shipwright. The five Crowninshield brothers of Salem, Massachusetts were captains of ships before they were twenty, sailing to the East Indies, China, and Sumatra. Olin and Rod Stevens, perhaps best known as the designers of America's Cup winners, started work in their late teens. Olin, at the age of 21, produced the ocean racing masterpiece, the *Dorade*. The famous Herreshoff yard of Bristol, Rhode Island, was founded by John Brown Herreshoff. He was 17 and already blind.

Practically speaking, then, we know that youth is willing and able. It simply becomes our responsibility to give it the helm at the earliest opportunity.

Like many training organizations, S.A.L.T.S. welcomes enthusiastic young-sters from all backgrounds, many from the prairies who may never have seen the sea, let alone a topsail schooner, before in their lives. The lesson of responsibility is taught at the earliest possible moment. Victoria harbour, the home port of our training ships, is a busy place. International ferries, towboats, fishing vessels, float planes, and yachts ply the narrow channels. As the ships leave the harbour, one of those young people will be at the wheel handling one or two hundred tons in response to the master's con.

Offshore, the opportunities for responsibility and accountability grow dramatically. It is not always smooth sailing. In Western Samoa, a young member of the trainee crew imbibed too freely at the local watering hole and went for a joy ride in a neighboring yachtsman's dinghy. The

fact that he had not asked to borrow the craft and had abandoned it some miles down the coast did not endear him to the yachtsman or his shipmates. As captain, it was my responsibility to visit the unhappy owner and make amends. I asked him how he would deal with the guilty party if he were in my shoes. After some moments of deliberation he said, "You are a training vessel. Make this a training experience. Let the other trainees be the jury and decide the matter."

The hastily convened court aboard the decks of the Swift, anchored in the roadstead of Apia amid the fragrance of hibiscus and frangipani, was a scene out of Nordoff and Hall. Fortunately the remedies of an earlier age—keel hauling or abandonment in the ship's boat—were no longer an option, as the crew were mutinous. They felt their reputation and the good name of the ship had been denigrated. Some were for packing their offending shipmate home on the next plane; others suggested incarceration below decks. In the end it was decided to second him to the bosun until the ship reached Australia. Each day he would work on maintaining the ship and surrender his rights as a trainee. When we reached Brisbane he would pack his bags and go ashore. To his credit, he worked cheerfully and diligently from sunup to sundown. As he scraped and varnished and polished, some of the tarnish began to disappear from his own person. Grudgingly at first, but with the impartiality of youth, his fellows came to re-

spect him.

After a passage marked by treacherous squalls and frustrating calms I had forgotten about our former highjacker as we motored up the river to Brisbane. No sooner were the lines ashore and formalities concluded that he presented himself with his duffel stowed and an outstretched hand. "Thanks, skipper, I learnt



a lot," were his parting words.

Such a case is exceptional, in the sense that most young people are very aware of the unique opportunity an offshore adventure presents. Many will have scrimped and saved, worked long hours or parted with a treasured possession to be part of the crew. They have made sacrifices and they mean to wring every drop from the experience in compensation. Many will go on to begin or complete a post-secondary education, others to jobs and careers, but all sense that there is a chance to focus, to draw breath, to prepare for the greater adventure of life itself.

In the hothouse environment of the shipboard environment, growth is rapid. I

reflect on a young man who came aboard as a coastal trainee in his mid-teens and later apprenticed as a shipwright building the schooner Pacific Swift at Expo '86. He sailed as bosun on the Swift's maiden voyage and scarcely turned 22 when he became master of the ship he helped build just over a decade earlier.

Not all will pursue the sea, but the opportunity to take the helm at an early age cannot fail to make better men and women of them whatever their chosen path. As Gardner put it, "Trust youth, give them room, permit them to develop as a whole person; ask, and set no limits in asking, and they will rebuild the world."

Martyn Clark is the Executive Director of S.A.L. T.S. and was captain of the Pacific Swift on three of her offshore voyages. He is a Canadian Coast Guard certified master and a graduate of the University of Toronto in Honours English. For more information about the Sail and Life Training Society, see the Pacific Swift, Robertson II, and Pacific Grace entries in this Directory.

Captain James Cook's Famed Ship, H.M. Bark Endeavour

by Stephanie Record

"Stand by the cannon!" The bosun dabs the flame to the touch-hole, a great roar fills the air, and blinding smoke momentarily obscures the ship's company. Dimly, sailors can be seen using block and tackle to haul the great cannon back, then swabbing out the barrel, frantically reloading another cartridge. Again the

warning, another shot, and the captain calls for the mainmast crew to "brace around the main yard." Cannon? Main yard? Didn't all of that stuff disappear a long time ago? Well it did for the most part, but on this ship we've gone back to 1768 or so, and 20th-century conveniences are off in the future. Our cannon

fire was just to impress visitors as we sailed away from the wharf but the cannon itself is very real, authentic in every detail, as is the ship under our feet.

For all such as who have ever fantasized about sailing aboard an explorer's ship as a child, the four-year world voyage of Endeavour, Captain James Cook's 18th-century sailing ship, is a dream-come-true. Operating as a working 18th-century sailing vessel, Endeavour has sailed over 35,000 nautical miles and over 88 voyages while completing successful tours of Australia, New Zealand, South Africa, the United Kingdom, the Atlantic Islands, and the



East Coast of North America. Built in Fremantle, Western Australia to the exact specifications of the original, *Endeavour* looks as if she has just sailed out of the Great Age of Discovery. *Endeavour* is a three-masted majestic square rigger with nine square sails and a dozen smaller sails and measures 109 feet, three inches long and 29 feet, two inches on the beam. All across the world, the lure of the sea draws an unending stream of people to *Endeavour*. Most come to look, study, and dream of what used to be—some come to sail.

Endeavour requires 36 voyage crew, 4 supernumeraries, plus 16 permanent professional crew to sail her around the world—18th-century style. Although Endeavour's officers and permanent crew are professional sailors hailing from Australia, New Zealand, and Britain, Endeavour takes on amateur sailors, called voyage crew, between ports of call. While these adventuresome mariners learn and improve their sailing skills and immerse themselves in the history of Cook's voyages, they experience first-hand the mystery, adventure, and challenge of life aboard an 18th-century ship. Working above and below decks, Endeavour's voyage crew keep alive the spirit of Cook's crew of over 200 years ago who had willingly signed on for a three year journey around the world to new lands and across thousands of miles of unknown seas.

Searching for the Unknown

In 1768 the Royal Society of London petitioned King George III for a ship to send to the South Seas to view the transit of the planet Venus across the sun. This important event had international cooperation with over 150 observers taking part around the world. Astronomers hoped that by compiling all the resultant times they could calculate the distance of the earth from the sun. The Royal Soci-

ety astronomer Charles Green was chosen to sail with the crew to the newly discovered island of Tahiti where the viewing would take place. Eminent botanist Joseph Banks and his scientific team of 12 were also on board, to study and collect flora and fauna.

The Admiralty needed to find a ship that could accommodate 94 men aboard, and selected *The Earl of Pembroke*, a three-masted collier bark or coal carrier that could be easily converted to carry extra crew and stores. The Earl of Pembroke had a huge hauling capacity and could carry enough provisions to last a crew of 90 as long as 18 months. She was a slow but sturdy vessel which was sea-kindly and safe even in rough weather. The Earl of Pembroke, renamed H.M. Bark Endeavour, was the ideal choice for the three year voyage of exploration. Before starting the voyage the ship was modified, sacrificing cargo space to make room for additional crew members and a small contingent of marines, who slept between the officers' quarters and the crew to defend against the possibility of mutiny.

On August 26, 1768, Endeavour left England to begin a risky voyage around the world. No one had any idea of the impact this scientific expedition would have upon world charts and international botanical knowledge or that Cook would become considered one of the world's greatest explorers, ranked with Vasco de Gama and Christopher Columbus. Assisted by Cook and a number of Endeavour's officers, Green successfully noted the times for the transit, but due to the inaccuracies of telescopes of the period, the overall results from around the world were disappointing.

Cook then followed his "secret" orders from the Admiralty, which were to search for the supposed Great South Land between latitudes 30 and 40 degrees. Not finding this land, he continued to New



Zealand, circumnavigated and completely charted both the north and south islands and took notes on the people and their way of life. He then continued west and sailed to the east coast of New Holland (now called Australia) and turned north, sailing up the east coast before anchoring in what he named Botany Bay. From here he charted this unknown land for the first time, and nearly wrecked on the hidden Great Barrier Reef. Before leaving, Cook took possession of the eastern portion of Australia in the name of King George III.

For three years, Cook and his crew, most under the age of 30 and experienced sailors, endured treacherous weather, confined quarters, and exhausting work. Despite rough conditions and little or no privacy and many months at sea in the same company day in and day out, Cook's crew took it well. Of his men, Cook wrote, "They have gone through the fatigues and dangers of the whole voyage with that cheerfulness and alertness that will always do Honour to British Sea-

men."

When the ship finally returned to England in July 1771, Cook reported the state of the *Endeavour* to the Admiralty: "Borne 82, Sick 19, Provisions 21 days of bread, 28 days of arrack, 4 days beef, 4 days port, 4 weeks pease, oatmeal or rice, 4 weeks sugar, water 10 tons. Condition of the bark: Foul." Despite the state of the ship, the journey was a success, contributing greatly to the world's knowledge of seamanship, navigation, and geography. The world explorer returned from his three year expedition with accurate charts of Australia and New Zealand as well as over 2000 botanical specimens collected by Banks, increasing by 25% the world's botanical knowledge.

Although Cook was not the first person nor even the first European to "discover" Australia, he was the first to accurately map the eastern coastline. Due to a variety of circumstances, Cook's explorations set in motion the penal colonization of the "new" continent of Australia. Also remarkable was that Cook

managed to substantially reduce scurvy, a serious and sometimes fatal result of dietary deficiency on long voyages, among his crew and he was the first to accurately calculate longitude at sea.

Construction of Endeavour

Endeavour was so accurately recorded in the 18th century, that except for allowances made to meet modern safety standards and to ensure that the vessel will have as long a life afloat as possible, the replica is a true reincarnation of the original. During its service as a naval vessel, Cook's ship had been surveyed several times and detailed information is still held at that National Maritime Museum of Britain. The original ship survived for only 29 years, whereas the replica should sail for at least 40. Although the original was built from oak, the museum replica was made from Australian hardwoods and American Douglas Fir, far more plentiful and less susceptible to rot than oak. The only concessions to the 20th century are modern heads and showers, an electric galley and mess, locker, machinery, and freezer spaces. All these are housed in what was the capacious hold on the original ship.

The HM Bark Endeavour Foundation must face the constant challenge of maintaining Endeavour at a standard of excellence as an international museum and as a working sailing vessel that must pass the 20th century survey requirements which allow her to undertake international voyages. Endeavour is surveyed to ASA USL 2A which gives her an unlimited international range as a sailing cargo ship and meets standards certified by the National Maritime Museum and the Australian National Maritime Museum.

Endeavour was successfully launched in the traditional 18th-century way on 9 December 1993. Sliding out of the dry dock

and meeting the water for the first time, Endeavour moved through the sea as sturdy and as sure as the original. She was then rigged and sea-trialed before being commissioned on 16 April 1994. After operating out of Fremantle for six months she set sail on her maiden voyage for Sydney, New South Wales on 2 October 1994 under the command of Captain Christopher Blake, who holds an International Master Class 1 certificate with a special square rig endorsement. Captain Blake was Master of *Kaisei*, Japan's first sail training vessel, and has had command of four other square rigged ships. On 18 December *Endeavour* arrived into Sydney, New South Wales to a tumultuous harbor welcome. Endeavour then went on display at the Australian National Maritime Museum in Darling Harbor until April 1995 before leaving on a six month voyage to celebrate the 225th anniversary of HM Bark Endeavour's voyage up the east coat of Australia. In November 1995, she left Sydney for a hugely successful three month, 11 port visit of New Zealand before returning to Fremantle.

On 16 October 1996, Endeavour set sail on her historic world voyage. For Chief Executive John Longley and the hundreds of volunteers who donated their time and labor to the construction of Endeavour, her departure from her home base of Fremantle was one of triumph. "We have done something which is acknowledged internationally as being the best in the world...people around the world cannot believe this has been done." Not only had they succeeded in building an exact replica that actually sailed, but she was to leave her home port to circumnavigate the world for four years.

Sailing via the Cape of Good Hope, she arrived in London in March 1997. Among the highlights of her very successful 15 port tour of Britain was the

visit by HRH Queen Elizabeth II and HRH Prince Philip in London and Prince Charles in Wales; on 9 May 1997, a crowd of more than 100,000 witnessed the historic arrival of Endeavour's homecoming to Whitby, England, where the original had been built in the 1760's. Endeavour left Plymouth, England in January 1998, starting her Atlantic crossing to the New World. She visited Tenerife, Tortola, and Nassau on her way to the United States, where she arrived at West Palm Beach, Florida on 5 March 1998 for a seven month, 16 port tour of the East Coast of the United States and Canada.

Sailing Aboard Endeavour

Although sailing aboard Endeavour is an extraordinary experience, she requires "ordinary" people to sail her. For a short time, voyage crew abandon their desks and manicures for a heaving deck and blistered hands. Computer programmer and voyage crew member J.P. Harrison admitted why he would do such a thing, "What would entice someone who sits in an office all day writing software, to go to sea on an 18th-century ship? In a word, adventure. Coddled as I am in my comfortable world, this was a chance to become a tough-as-nails sailor, challenging the elements, taming nature, and overcoming insurmountable odds."

Although romantic, the intimate glimpse into history offered by *Endeavour* is obtained through hard work. *Endeavour* is operated as a traditional threewatch sailing vessel, with voyage crew taking on a demanding schedule of sailing around the clock, lectures, eating, swabbing the decks, and falling asleep (usually in a state of fatigue) in hammocks. Of her voyage from Newport, RI to Boston, MA, Robin Miller of South Carolina stated, "The promise of this trip

was the experience of both the perils and pleasures of authentic 18th-century sailing. Believe me, the promise was met. We 20th-century sailors have it good." To keep the experience historically accurate, all work is done the 18th-century waymanually. There are no winches, or color coded or labeled ropes to assist in memorizing and familiarizing oneself with the 18 miles of ropes used to secure masts and hoist sails. Voyage crew are required to climb 120 feet off the deck (sometimes in the dead of night) to the end of the yardarm to haul in heavy canvas, work the rigging, helming, swab the decks, and help in the galley. Luckily, 20th-century novices are not left to battle the elements and work the rigging on their own. The captain of the tops will guide, drill, teach, and tease, and keep a careful eye on voyage crew at all times. Caitlin Kelly of Tarrytown, New York fondly recalled the support given by Richard, a topman and pony-tailed Englishman, "He hollered at laggards, but would equally cheer on our sweaty efforts striving to bring the mariner out of each voyage crew."

Although voyage crew may find their living environment aboard the ship a bit cramped, their predecessors would consider them spacious in comparison to

those of 200 years ago.

Today's *Endeavour* sails with only half the crew of the ship's original. On Cook's journey aboard the original, 80 seamen ate and socialized in the mess deck. Today, below deck is still thick with the smell of tar, rope, and canvas. Voyage crew sleep in the mess deck in hammocks slung row upon row from the deck head of the lower deck, about 6 feet off the ground and just 14 inches apart from one another. The pitch and roll of the ship swings the hammocks of sleeping voyage crew in unison. This acts as a gimbal, taking half of *Endeavour*'s roll away. Such close quarters can come as a shock at first,

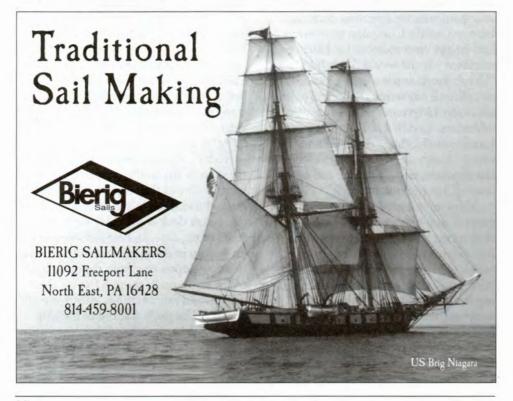
but it's this historically authentic experience that lures voyage crew to sign on.

Endeavour is looking for both male and female voyage crew who may have some blue water experience. Albeit helpful, tall ship experience is not essential, however, being physically fit and having an easygoing temperament is. Permanent crew member and former Captain o' Tops, Dominic Hannelly, 27, of Sydney, Australia, emphasized the significance of getting along with others to the running of the ship, "Anyone can be taught what we do on board ship. A lot of the fellows we've seen have never sailed in their lives. What the Foundation looks for are people who can relate well to others—if for no other reason than the fact you have to get along with 55 other people when you're out at sea."

Endeavour has undergone a refit in San Diego, having sailed via Bermuda,

Tortola, Barbados, Balboa, the Galapagos Islands, Acapulco, and Cabo San Lucas before commencing her seven month 1999 West Coast tour. She will depart Vancouver, BC in October 1999 for Sydney, Australia via Hawaii and New Zealand. Endeavour is accepting applications to sail on five day voyages during Endeavour's 1999 West Coast Tour. While voyage crew have to pay to experience the life and ordeals of an 18th-century mariner, sailing aboard one of the world's most famous ships of discovery is truly a once-in-a-lifetime opportunity. You'll have a chance to find out what it was like in the age of exploration and go back, even if for a short time, to the days of the great sailing ships.

Applicants interested in braving the seas, 18th-century style, please turn to *Endeavour's* listing in this Directory for contact information.



The Jubilee Sailing Trust

by Becky Lacey, former Assistant Press Officer for the Jubilee Sailing Trust

"Integrating able bodied and physically disabled people through the medium of tall ship sailing and shipbuilding."

The Jubilee Sailing Trust (JST) was established in 1978 with a donation from the Queen's Silver Jubilee Appeal Fund to promote the integration of able bodied and physically disabled people through the medium of tall ship sailing. The Trust achieves this by offering adventure sailing holidays aboard the specially designed tall ship the *Lord Nelson*.

Designed by Colin Mudie, the 490ton steel-hulled ship is probably one of the hardest working tall ships in the world. The voyage crew is made up of both able-bodied and physically disabled people over the age of 16 years, no experience necessary. The ship has many facilities to enable disabled crew to perform their duties independently alongside their able-bodied shipmates.

The Lord Nelson has access throughout for disabled crew, including wheelchair users, with flat decks and powered lifts between them. There is a speaking compass for the use of blind helmsmen and bright track radar for partially sighted crew. An induction loop is installed and vibrator alarms exist for crew members who are hard of hearing. There are special cabins, toilets, and shower facilities for disabled crew, and the vessel is fitted with a fully-equipped galley, a workshop, and a bar and saloon area.

Since her maiden voyage in October 1986, the *Lord Nelson* has taken over 14,700 people of all physical abilities on 4 to 11-day voyages around the British Isles, Northern Europe, and the Canary Islands. Of these more than 5,920 were

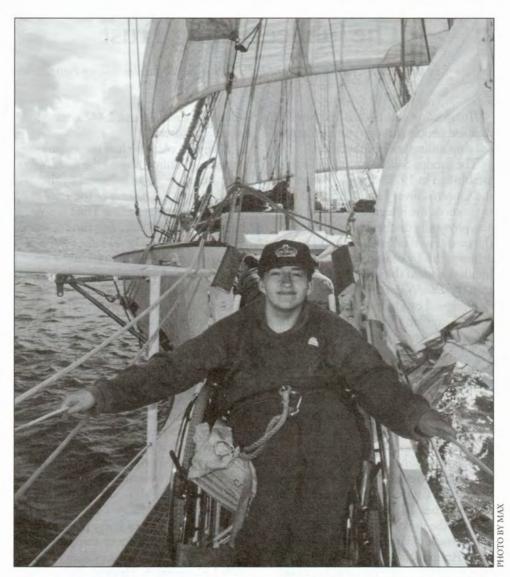
physically disabled and 2,442 were wheelchair users.

Many people have had the unique experience of sailing aboard the *Lord Nelson* and almost everyone is "bitten by the bug." Due to the success of the *Lord Nelson*, the Jubilee Sailing Trust is now building a second ship, this time of wood, in Southampton. The 213-foot wooden square-rigged ship will cater to the increasing demand for adventure holidays and enable double the number of ablebodied and disabled people to enjoy the challenge of tall ship sailing.

Building began in June 1996 when the JST's patron, HRH The Duke of York set the ball rolling at an official keel-laying ceremony, the traditional first stage with most shipbuilding projects. The nature of construction (strip planking on laminated wooden frames) of the JST's ship means that it has been built upside down and in fact the wooden keel was one of the last structural elements to be added before the ship was rolled upright on 23 October 1998.

The JST has given many people the opportunity to experience shipyard life through week-long shipbuilding holidays called Shorewatch. Shorewatch has been running throughout the New Ship Project and since the scheme started in September 1996 over 1,000 people of mixed abilities have become involved in this historic project.

Shorewatch crews work alongside the JST's skilled professionals performing a variety of tasks undertaken according to individual ability. Volunteers have tried their hand at everything from wood preparation, mixing and applying adhe-



sives, planking the hull, and preparing fittings, to helping out in the Visitors' Centre.

Jubilee Yard has a Visitors' Centre which is open to the public seven days a week from 10:00 AM to 4:00 PM. From a viewing gallery overlooking the shipbuild hall, the public has a bird's eye view of every stage of ship construction. The Centre has full disabled access, hands-on exhibits, constantly changing

displays, detailed information on shipbuilding techniques, an education program, and the opportunity to buy souvenirs.

The new ship will be ready for operations in January 2000 and the *Lord Nelson* will be involved in the Tall Ships 2000® race series. For information on how to contact the Jubilee Sailing Trust, please refer to the *Lord Nelson* entry in this Directory.

To Asia with Pride

by Lisa Buell

Pride of Baltimore II serves as a world-class economic development and good-will ambassador for the State of Maryland and the Port of Baltimore. The vessel promotes stronger commercial and cultural links between Maryland and her domestic and international trading partners in the course of her mission. Operating as a unique marketing platform, Pride II is frequently used by State business development agencies, tourism agencies, and private corporations for dockside and sailing receptions.

Pride of Baltimore II is the only existing example of an 1812-era Baltimore Clipper Topsail Schooner and is a vibrant example of Maryland's historic maritime heritage. Her complex rig and abundant brightwork require constant attention from twelve professional crew members. These dedicated men and women also serve as goodwill ambassadors when hosting foreign dignitaries, business lead-

ers, and the general public.

Every year, Pride of Baltimore II travels to ports promoting her mission of goodwill. In commemoration of her 10th birthday, the Board of Directors, Captains, and staff elected to embark on a new and exciting voyage. It was decided that the vessel would, for the first time. travel across the Pacific Ocean to Asia. During this tour the vessel would visit 13 cities (including 2 sister cities, 2 sister states, and 3 sister ports) in China, Taiwan, South Korea, and Japan. This tour would also undertake one of Pride II's newest initiatives: an innovative learning adventure based on the travels of Maryland's sailing Goodwill Ambassa-

This historic voyage to Asia may have been the first time an American tall ship has sailed to China since the age of sail. The voyage echoes that of the original Baltimore Clippers in many ways. In the



Pride of Baltimore II and crew approach Shanghai

early 1800's Baltimore Clippers were engaged in trade with China, particularly old Canton (now Guangzhou). *Pride II* is named after *Chasseur*, a vessel that was nicknamed the "Pride of Baltimore" upon her return from a successful single-handed blockade of the British coast during the War of 1812. In 1815, *Chausser's* next voyage led her to Canton and a section of the city of Baltimore is named Canton, in honor of successful and profitable trade with Canton, China.

After several months of preparation, Pride of Baltimore II was ready to get underway. One significant upgrade was the mini-m satellite phone system. This technology allowed for phone communications with the vessel at all times and also enabled Pride II to send e-mail and digital pictures back to Maryland for display on the Pride of Baltimore web site. On December 6, 1997, Pride of Baltimore II kicked off her 1998 Asia with Pride Tour.

Sections of the voyage were divided between veteran Pride Captain Jan Miles and Captain Daniel Parrott, who returned to the *Pride* organization in time for this campaign. The journey to Asia, however, was not without challenges, partly due to the El Niño year. The band of trade winds that helped Captain Parrott get Pride II to Honolulu eight days ahead of schedule all but disappeared on the other side of the Hawaiian Islands chain. Captain Miles and his crew were forced to spend many days motoring or motor-sailing and had to make an unscheduled stop in Guam to re-fuel before reaching Shanghai. Despite all of this, Captain Miles was able to maintain the schedule, and after nearly four months and over 10,000 nautical miles, Pride II arrived on time in Shanghai on April 1, 1998. Although the weather was somewhat foggy, the people of China warmly welcomed the ship. Many reporters, photographers, and cameramen from local

and international media were on the shore, recording the arrival of *Pride II*.

Captains Miles and Parrott thrilled our web site fans with logs documenting interesting stories and facts about our entire voyage to Asia. During the four months the vessel spent in Asia, the Captains and crew learned that things really are different halfway around the world. From the intensive volume of vessel traffic to the strong influence of the Kuroshio Current, Asia was a new frontier for *Pride II*.

While in Asia, *Pride II* made her our own contribution to history with an unscheduled visit to port of Kurihama, Japan. It was Commodore Perry's visit there in 1843 that led to the opening of Japan to Western commerce, culture, and ideas. The citizens of Kurihama commemorate this piece of history with an annual Black Ships Festival. The only thing missing from the Black Ships Festival all these years has been a real, wooden, 19th-century, American black sailing ship armed with cannon—until we sailed in.

Pride of Baltimore II's historic 1998 Asia with Pride Tour concluded on November 27th when the vessel re-entered her home port of Baltimore. Throughout our journey, we couldn't have asked for better hosts. Japanese sail training organizations, including the folks from Akogare in Osaka and Kai Sei in Yokohama, extended a hand of friendship to our crew, helping them adjust to life in Japan. We were treated with such honor and respect during our time in Asia it was with a twinge of sadness that we undertook the next part of our journey—heading back across the Pacific Ocean. And what a passage it was! The lack of wind we encountered with our initial crossing to Asia was nothing but a memory as we blew across the sea, arriving on the West Coast a full week ahead of schedule. Not scheduled to arrive in Seattle, Washington until August 31st, the vessel hid out



in Port Townsend, WA, a traditional sailing mecca for wooden boats on the West Coast. After spending four weeks at sea there was plenty of maintenance to be done to prepare the vessel for her grand entrance in Seattle. Having not visited the West Coast since 1994, Pride II spent the next several weeks visiting the ports of Seattle, San Francisco, Los Angeles, and San Diego before heading home through the Panama Canal.

This particular passage was not without its problems as late-season hurricanes Madeline and Lester proved formidable obstacles. Pride II was forced to seek shelter in Puerto Vallarta, Mexico before the weather finally provided an opportunity for the vessel to get underway again. Having lost several days waiting out the storms, we had some 450 miles to make up in order to arrive in Panama on time. Hurricane Mitch brought favorable westerlies, making it possible for Pride II to arrive in Panama one day ahead of schedule.

The Asia with Pride Tour provided the organization with an opportunity to springboard its new and growing education program. Having gained momentum during the 1997 sailing season, a tour of this magnitude allowed for Pride, Inc. to establish a working education program that utilized the unique educational abilities of the vessel.

Pride II's instructional program included an intensive Internet curriculum that allows students to follow the vessel as it traveled through a variety of nations and cultures. Fifteen multidisciplinary lessons exploring social studies, Asian culture, environmental education, and the science of the seas were posted on the Internet. The site also offered motivating features like Mystery Pictures, Maps of Pride II's location, Captain's Logs, Crew Views, and a variety of contests. All material correlated with the Maryland State Department of Education (MSDE) School Performance Outcomes.

The Maryland State Department of Education (MSDE) awarded a coveted Christa McAuliffe Fellowship to the project that supported a highly qualified teacher who served as the "eyes and ears" of participating students. The Teacher Aboard transmitted 52 richly illustrated logs documenting the real time adventures of *Pride II* and her crew from the ship and Asian ports-of-call.

An exciting part of this platform was the class-to-class connections made between American classrooms and those thousands of miles away in Asia. Children learned about the diversity between their cultures by communicating with each other through scrapbooks exchanged through the Teacher Aboard. The Teacher Aboard personally delivered Scrapbooks to 40+ schools in five countries—thus establishing on-going relationships that continue as students communicate across the sea via e-mail and fax.

Pride II is proud to have been the vehicle for this innovative approach to education. The Asia with *Pride* web site averaged 6,500 hits per week, and registered over 10,000 hits in three separate weeks of the voyage. It is estimated that 50,000 students accessed the program

weekly. In 1999, *Pride II* will continue her educational program through the Maryland with a *Pride* program that will relate fourth grade social studies to the vessel's tour of the Chesapeake Bay and the Great Lakes. The program will again include an Internet curriculum and not one, but several teacher aboard candidates who will travel with the vessel at different times throughout the tour.

In less than a year *Pride of Baltimore II* covered over 25,000 nautical miles, traveling to countries never before visited by the vessel. In our travels we have helped to introduce students to another part of the world, making connections with new friends half a world away. The Asia with *Pride* Tour was truly a unique accomplishment for Pride, Inc.

For more information on Pride and her mission of economic development, please see her listing in this Directory for contact information.

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Voyage of Discovery Aboard Inland Seas

by Captain Tom Kelly and Mark Mitchell

The place names evoke images of the sea: Gray's Reef, Grand Traverse Bay, Beaver Island Archipelago, North Manitou Shoals, and Manitou Passage. They are, however, special places found in northern Lake Michigan—a freshwater sea—and home waters of the schooner *Inland Seas*. Within the sublime beauty of its bays, coves, and islands, the Inland Seas Education Association (ISEA) offers young people voyages of discovery.

It is comforting to know in this era of information overload that there are still opportunities for personal exploration and discovery. There are mysteries of the natural world still unexplained. This story relates the journey of discovery for a group of young women aboard *Inland Seas*.

The teen-aged women boarding the schooner *Inland Seas* are a part of an ISEA "Young Women in Science" Program. Michigan Zonta Clubs send these teenagers on a two-day journey that combines sail training and science. Many have dreams of becoming marine biologists someday. Standing on deck they have no way of knowing that by the end of this trip, they will know how to "fix" a position; dead reckon; raise and strike sails; weigh anchor; use scientific instruments; identify cloud types, fish, plankton, and benthic macroinvertebrates; develop a limnological profile of the lake, stand watch by day and night; and complete a research project. Apprehension mixed with excited anticipation is evident among the group as billet cards are handed out. These cards include information about mooring stations, sail stations, emergency muster stations, and deck and below-deck duties.

The group is divided into port and starboard watches and the first mate and



deckhand guide them around the ship: identifying the standing and running rigging, sails, and emergency equipment. The language of sailing is foreign to them: main sheet, foresail, main peak halyard, bowsprit, samson post, cathead, jib, staysail, pinrail, weather hitch, jacobs ladder. One student asks, "what are the fuzzy things up there?" The first mate responds, "baggywrinkles on the topmast shroud." After the safety talk, they go to mooring stations and take up fenders.

We leave the dock at 1036 on August 12. They are also leaving the familiar and embarking on a journey. Immediately the otter trawl is prepared. A trainee casts out the float line, and a team lowers the rest of the trawl into the bay. We trawl in 30-40 feet of water for about 10 minutes. Students haul up the trawl and dump its contents into a tub. Sculpin, johnny darter, sticklebacks, a sucker, crayfish, zebra mussels, Chara, and other organisms tumble out of the net. This catch will be kept for

later identification and then returned to the bay. A fire drill and abandon ship drill follow, and the students respond quickly under the direction of the crew.

We motor north to Omena Bay with just the main up (wind on our nose). This is a beautiful spot, with azure waters that drop off quickly. The station depth is 83 feet, a good place to anchor and take samples. Some students lower the YSI probe and record dissolved oxygen, pH, percent saturation, and temperature every 10 feet. Others lower the plankton net and take a vertical sample. The sample is teeming with zooplankton to be examined with the video microscope below. We take two dredge samples. The sediment and benthic life will be looked at more closely on our sail south to Power Island.

After lunch, we weigh anchor. Unsteady and not confident the first time, students find their halvard or sheet and await commands from the mate. "Ready on the main sail!", "Ready on the peak and throat," comes the response, "Haul away on the peak", "Avast!", "Haul away on the throat", "Haul away together." Slowly, the main sail is set. "Up behind," and the halyard is belayed to the pin and finished with a weather hitch. In turn, the foresail, jib, and staysail are set. With four lowers set and the wind north at 13 knots, we have a broad reach to Power Island. Seas are running at 1-2 feet and it's a gorgeous day to be on the water.

The starboard watch divides itself into a navigation group, a group at the helm, and one girl on bow watch. With the help of the captain, the navigation group finds their position at 1505 and a true course is plotted from Omena Bay to Power Island. A navigation student yells the course steered. The student at the wheel repeats the course. The starboard watch practices their dead reckoning and seamanship skills.

Port watch begins with the biological

stations: benthos, fish, and plankton.

At each of these stations, students work with dichotomous keys to identify organisms, learn how to use a video microscope, and lay the foundation for their group research project. The sediment samples are washed through a sieve and benthic organisms are collected and placed on a tray. They use a macroinvertebrate key to identify organisms like mayfly nymphs, amphipods, isopods, midge larvae. About midway along this reach, the two groups flip-flop: starboard watch begins biological work and port watch assumes navigation and seamanship duties.

At 1800 Inland Seas is anchored off the east side of Power Island and the young sailors are shuttled to the island via the stern boat. We enjoy a cookout on the island and learn of its history. Once back on the Inland Seas the watch system is set for the night—each person has a half-hour anchor watch.

On anchor watch this night (0030), the path of the milky way runs directly overhead. Casseiopia sits high above. Scorpio lies just above the eastern horizon. It is a clear, calm night with a light northeast breeze. Occasionally, a fish jumps free of the water and splashes near the boat. Notations about depth, wind, compass, and personal observations are made in the ship's log. Time to slip into the bunk below.

Morning breaks calm with winds out of the south at 5 knots, seas rippled, cirrus clouds and air temperature 20°C (68°F). After a breakfast and general cleanup, we are ready to be shuttled to the island for a guided geology/ecology hike. The island is one of the gems of Grand Traverse Bay, with mature beech and hemlock forests, beaches cluttered with fossil corals, ancient glacial beach ridges, and unique island fauna.

At 1110 everybody returned to the boat and the anchor is secured at 1123. We



trawl along the east side of Power Island. A productive catch: 53 johnny darter, 24 brook stickleback, 4 white sucker, and 29 crayfish. At 1145 we heave-to for samples at 202 ft. (ponar dredge and core samples). The core sample reveals organic streaks—probably evidence of forest fires in the late 1800's and early 1900's. Some of the students cannot resist the smooth feel of the sediment and apply it to their faces; they called themselves the "benthic warriors."

At 1212, the schooner *America* is seen sailing south toward Traverse City. We move closer to her so the students can see her beautiful lines and raked masts. After lunch, the port and starboard watch concentrate on the group research studies. The port watch is engaged in trying to answer the question: what is the size/frequency distribution of zebra mussels in Grand Traverse Bay? The starboard watch is trying to answer the question, "Is there a difference in sediment type and types of organisms from deep vs. shallow stations?" To help answer this last question we heave-to in 394 feet and take two dredge samples. The temperature of the sediment is 7° C (at the surface 22.7°C). The organisms will be identified,

counted, and placed in alcohol. Later the samples will be sent to researchers at the NOAA Great Lakes Environmental Research Lab in Ann Arbor.

Heads bent over a tray of zebra mussels, students begin to pick apart clumps collected with the otter trawl. Another group combs through Chara, a complex algae, that serves as a living substrate for newly-settled juvenile mussels. Students record the shell length of each zebra mussel to the nearest 0.1 mm and the records are entered into a graphing program on the ship's laptop computer. A graph is generated showing the size-frequency distribution of mussels sampled.

At 1540 we are approaching the Maritime Academy dock in Traverse City. The group strikes sail and readies the lines and fenders for docking. It is a bittersweet moment—these young people have come on this trip unsure of their sailing abilities and among strangers. But in two short days, they have become an extended family and a capable crew.

We are secure at the dock 1555 on August 13. The groups give their presentations about their research projects. It is clear that they have learned a lot about biology, the process of science, and the importance of teamwork. As one of the students, Adrienne said, "this trip tied all the science stuff in school together for me."

After gathering their belongings, they linger on the boat not quite believing it is over. It is hard to say as we watch them walk away with family, whether any of them will become marine biologists or professional sailors. But they have entered a community of scientists and sailors, if only for a short time, and come out the other end enriched by the experience.

To find out more about the programs of the Inland Seas Education Association, please refer to the Inland Seas listing in this Directory for contact information.

Keynote Address

By Armando Almaraz

The students described in the following speech are from the Kranz Middle School in Los Angeles County, a school beset by a high drop-out rate, escalating truancy, and high family transiency. They were selected for the Topsail program because they each displayed the characteristics of low achievement, truancy, and probable early drop-out.

For the past three years I have been involved with the Topsail program right here in San Pedro. For the last eight years I have been a physical education teacher at Kranz Intermediate School in El Monte, about 12 mile east of Los Angeles. George Bernard Shaw once wrote, "Those who can, do. Those who can't, teach." To which Woody Allen added, "And those who can't teach, teach P.E." Well, being the fine physical specimen that he is, perhaps his reasoning is understandable. At our junior high, we have a predominantly Hispanic student body. Although we are in a low socio-economic area, our students come to school with strong family values and a high sense of adventure, when given the opportunity.

In 1995, one of our teachers, Mr. Chris Cornell, found out about the Topsail program and, together with the Sociology department at the University of Southern California, we became part of a research project that attempted to gauge the effect of sail training on 'at risk' students; students with the potential for gang and drug involvement, and/or disadvantaged home lives. Camille Osburn and I were invited to become teacher/counselors of one of the two sailing groups. We went on five one-day sails and a five-day trip to Catalina Island.

Since I myself had never been sailing be-

fore, and only once went whale watching, I had nearly as much anxiety about stepping aboard the *Swift of Ipswich* as the twenty students. I pretended to be calm and unaffected, but the closer we got to the ocean, the more excited we all became.

They were the street tough urban kids, the cool guys; they were the "bomb," a term they used to describe something great. They were the ones generally most looked down upon by school officials, and sometimes the most looked up to, usually for the wrong reasons, by their peers. They were troubled and obnoxious, but sometimes wise beyond their years. They were either involved in gangs, or they were gang "wanna-bes." Being a gang wanna-be is extremely dangerous because they are usually the innocent bystanders who get hurt or killed, or the followers who get busted for just going along with the crowd, the wrong crowd.

But, standing there on the dock that first day, they slowly metamorphosed into the 12 and 13-year-old children they really were. Some stared wide-eyed at the pirate ship in front of them. Some almost fell into the water as they were boarding, they were so excited! Yes, there was still the facade of indifference on certain hardened faces, children who had learned their whole short lives to trust no one or no thing. But it was really obvious that the hard looks they were giving were false bravado. You could sense that they really wanted to like what they saw.

There was Dora the Tough and Sandra the Voice, inseparable gang girl cholas, buried behind an inch of make-up and tough skin. There was Alfredo the Stud, athletic and failing everything, at least in

school. There was Vincente the Friend Buyer, small and lovable, buying friendship with candy. There was Sandra the Tall One, shy and demure, and already looking a little seasick. There was Brian the Rude Dude Ay, untrusting and untrustable. There was Reina the Beauty Queen, intelligent but distinctly uninvolved. There was Rose the Huera, the white girl who was more Mexican in her heart than even the Mexicans. There was Valerie the Boy Crazy, who would get in cars with people she didn't know just to go somewhere, anywhere. Each child was an individual, yet trying very hard not to stand out. You remember junior high. Such was our first Topsail group.

Oh, and then there was Tony the Immature, tall and goofy Tony. He described himself as having the mentality of a oneyear-old, and he wasn't far off. Whenever he asked me a question, it made me wish I had never said, "there are no dumb questions." He nearly flew out of his clothes hopping onboard the Swift, exploring everything, climbing ropes, opening hatches,

and immediately ready to set sail.

I'm sure that one of your objectives is to develop a team atmosphere because teamwork is so vital to successful sailing. This

became more and more apparent with each progressive one-day sail we were part of. In fact once, after several bouts of tacking the boat back and forth, the weary students became a bit mutinous. Together they approached the captain and proclaimed, somewhat belligerently, "We're tired! What if we don't tack anymore? What if we just kick it (their term for relaxing)?" Captain Jim, in his famous nautical, salty demeanor, responded quickly, "OK. But do you see those rocks over there? We don't tack, we crash into them and sink." Needless to say the tacking went smoothly the rest of the day.

Of course, we had our share of conflicts and problems, but sometimes even a negative situation can evoke a positive response. Brian the Rude Dude once brought aboard a rather dapper French cap, he loved that chapeau and the unique look it gave him; a sort of touch of class. A tussle ensued and the cap was mysteriously flung overboard. Instead of disciplining the children for their unruly behavior, Captain Jim chose to take the opportunity to train them on a "man overboard" drill. While several members pointed to the spot where the cap was last seen, we tacked around several times until we amazingly fished it



PHOTO BY GEORGE LEWIS, IR

out of the water. The exhilaration onboard was electric and contagious. I must tell you, it is nearly impossible for me to even simulate this type of learning in the classroom or the playing field. Heck, we even felt good for Brian, who we secretly called "Mr. Obnoxious."

Then the biggest day of all arrived. Our five one-day sails were done and we were finally going to Catalina Island. Everyone's gear was loaded onto the school bus, all the food was collected, all the permission slips were filled out. Suddenly we noticed someone was missing. Tony the Immature, the boy with the sailor's heart, was not there. Mr. Cornell drove to his house and found out his mother wasn't going to let him go because they didn't have all of the list of items to bring: sleeping bag, flashlight, extra warm clothes, pillow. In fact, that previous Sunday, Tony's picture was on the front page of the local paper, at the helm of the Swift, and she didn't have enough money to even buy a copy. Mr. Cornell grabbed him and assured her that all his needs would be provided for, and they were.

Off we journeyed to Catalina. As the ocean around us changed color, from murky green to that incredible, indescribable azure blue, the mood of the student crew also mellowed and deepened. Dora the Tough and Sandra the Voice, the gang cholas, had finally faced one of the greatest challenges the Swift provided: going aloft. They sat up there, calmly applying and reapplying make-up on each other's faces, occasionally peering out in wonder at the strange new world around and below them. For all the students, going aloft was the "bomb." They knew that there was nothing on land that could ever match the feeling you get, 70 feet above deck, surrounded by flapping sails and creaking masts, swaying to and fro, the cleanest air in the world blowing in your face, the mainland slowly disappearing into the

mist. "So peaceful," one student said to me. I agreed.

After we anchored at a remote part of the island called Two Harbors, the students immediately launched the dinghies and went ashore. They were shocked to see bicycles unattended and unlocked. In El Monte, an unattended bicycle was the sign of a stupid owner who deserved to be robbed. People waved to them and casually said "Hi." White people! At home, white people drove quickly by, never looking right or left. Or they wore uniforms of authority: police, principals, teachers. The students might as well have landed on another planet. They were initially uneasy about the easy nature of the island people. Not too surprisingly, it didn't take long to conform to this way of life. Soon, some of our children were saying "Hi" first, or starting up conversations with total strangers. They were learning one of life's greatest lessons: that people are people. Very little in El Monte would have allowed them to understand that they were a part of a global family, not just the Martinez or Garcia clan; that their positive presence was not only desired but, indeed, vital to the world community of tomorrow. They learned, if only in a small measure, to not hate first, to not prejudge, to be a little more accepting and thereby to become a little more acceptable—a great lesson for all of us.

As a teacher, I have occasionally had the opportunity to experience what I call gem or diamond moments—when an idea or concept that I am trying to convey suddenly crystallizes in a student's mind and then shines brilliantly from their faces and eyes. While there are many of these moments associated with Topsail, a few stand out above the others.

We went on an excursion to Emerald Bay, just west of Two Harbors. About half the students went on a hike to search for amethyst, a semi-precious stone that was

once heavily mined on the island. It was a rather long hike for city slickers, and Valerie the Boy Crazy was increasingly bored. "This is stupid! Can we go back? I'm hungry." Everyone was ignoring her, walking silently, heads down, searching for what we really weren't sure. Then Valerie suddenly stooped down, picked up a stone and said, "Is this it?" We huddled around her, staring at a beautiful, jagged, creamypink crystal rock. Immediately we all dropped to the ground and for the next hour and a half, crawled and groveled around like greedy lizards looking for sumptuous flies. One girl looked around at the crawling bodies and said, quite thoughtfully, "This is like the California Gold Rush, huh?" A history lesson had come to life for her and for all of us-me being one of the greedy lizards. This was really a "gem" moment.

City lights can totally destroy our ability to see a starry, starry night. Vincente the Friend Buyer and I were lying on deck one night and he asked me, "How come that cloud up there never moves?" "That's not a cloud," I told him, "that's the Milky Way, a trillion, trillion stars swirling around in space. The Milky Way is a galaxy that the Earth is a part of and..." but he had already stopped listening to me. He had also stopped blinking as he gazed up in complete astonishment. Life had turned a page for Vincente that night and I felt assured that he was looking forward to the next page, and the next.

Initially, sleeping below deck with 17 junior highers was a little discomforting to me, but the soft rocking of the boat sure had a calming effect, eventually, on everyone. It was at this late hour that we were no longer teachers and students, but more like family. Personal feelings and concerns were expressed, funny jokes and stories shared because we were all a bit homesick. I would imagine that it was a weird feeling for them to think of me, not just as a

teacher but as a father and husband who missed his family. I know I've never thought of my teachers in that way before.

One day we rowed to the USC research center where we saw about 20 leopard sharks nesting in a cove. The guide told us they were harmless and we could swim with them if we wanted. The gang girl cholas looked around as if they weren't there or didn't hear. The little macho guys, who usually dared each other to do something, were respectfully silent. I guess no one wanted to swim. The lesson that day was the beauty of nature—human nature, self-preservation.

One early evening three young men were in the galley, preparing to cook for the very first time in their lives. You see, in Mexican families, the women cooked, not the machos. They fussed, they hemmed and hawed, but they knew that eventually people were going to be hungry, and there'd better be something to eat. Encouraged by the adult crew members and myself, and also by the aroma of spaghetti sauce and warm buttered bread, they slowly became more attentive to their culinary creation, adding spices, folding and separating noodles, degreasing ground beef. It may have appeared to be only a mound of spaghetti on each plate, but in reality each was a cultural mountain that these young men had just climbed. The evening ended with the final battle cry, "After all, the best chefs in the world are men!" Sorry, ladies.

Eventually, we had to sail home, and a great melancholy overcame each one of us. As the mainland neared, with all its smog and crime, we were left with the feeling you get after a beautiful dream. Maybe what they had, and had become, wasn't real, or only temporary. Well, I don't know much, but then and there, I knew what was needed. I pulled out my guitar and together we wrote a song called "The Swift"

Way to Heaven."

The Swift Way to Heaven by The Kranz Topsail Crew - 1995

A tear in me eye I told her a sweet goodbye I'm sailing the Swift way to heaven Afraid in the past I now can climb up the mast I'm sailing the Swift way to heaven

When life gets me down Im Catalina bound I'm sailin' away I'm leavin' today

Im sailing the Swift way to heaven I have time to think I sure hope that she don't sink I'm sailing the Swift way to heaven When life turns to lies I stop—and just close my eyes I'm sailing the Swift way to heaven

When life gets me down Im Catalina bound Im sailin' away Im leavin' today

Im sailing the Swift way to heaven No longer aboard But oh wondrous memories stored I'm sailing the Swift way to heaven So thanks Jim and Mom

For a small taste of kingdom come I'm sailing the Swift way to heaven

> When life gets me down Im Catalina bound I'm sailin' away I'm leavin' today I'm sailing the Swift way to heaven

The 17 students on our crew who went through all 10 days of Topsail graduated from the 8th grade. While we haven't been able to contact all of them since, those we have are still in school—11th-graders. Reina the Beauty Queen just received \$30 from a reluctant uncle who promised her \$5 for each A she got. She spent a week at UCLA this summer learning how to become a director. Rose the Huera, who for

personal reasons didn't go to Catalina with us, made sure that her cousin stayed with the Topsail program this year. She told me there was no way she was going to let her cousin make the same mistake she did. Valerie the Boy Crazy, who would get in cars with strangers, is now on the debate team at her high school.

Tony the Immature still lives in the same humble house, but he's a wrestler now, and has recently been quoted in the LA Times about his Topsail experiences. We're not worried about him.

Yes, there were two subsequent sailing groups from our school. Two years ago that group was on national television with General Norman Schwartzkopf. And last year's crew was called "the group that all other groups were to be measured by" because they were really great. But, like the very first class that I taught, there's just something special about that first crew.

From the students and teachers at Kranz Intermediate School, I send a hearty thank you. First, to the members of the Topsail crew: thank you for honestly caring about children you don't even know. Secondly, to Alice Robinson: thanks, Mom, for being so alive! Your amazing energy will survive you, for it will live on in the children of the children you have so lovingly served. Finally, to Captain Jim Gladson: thank you for deciding those many years ago to make the sea your classroom.

To me, the value of sailing is in the uniqueness of the experience. Nothing on land compares! In the following days, as you gather information and insights, I would ask you—please, please, never forget the first time you sailed away. Sailing is unique, and therefore, so are you. God Bless you mightily! Thank you.

For more information on the Topsail Program, or to get in touch with Mr. Almaraz, please see the Swift of Ipswich and Bill of Rights listings in this Directory for contact information.

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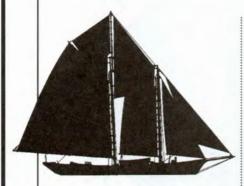






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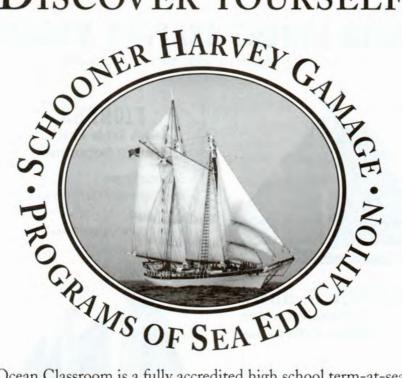
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ASTA Member Vessels



Adirondack



The schooner Adirondack is the third L of four schooners to come out of the Scarano Boat Building yard, beginning with the 59-foot schooner Madeleine and the 61-foot Woodwind in 1991, followed by the 105-foot schooner America in 1995. Adirondack combines the virtues of turn-of-the-century American schooner yachts with the latest in laminated wood

technology. Offering an enviable combination of stability and speed, the

Adirondack fulfills the builder and owner's ambition of providing a quality sailing experience to as many people as possible. Available to the public on a charter or two-hour excursion basis, the Adirondack pursues its mission to instill a love of sailing in each of her passengers and may be found in Newport, Rhode Island, during the summer season.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Newport, RI: Narragansett Bay.

Who sails? School groups from elementary school through college, individuals and families.

Specifications: Draft: 8'

Sail training with paying trainees. Passenger day sails. Program type:

Sparred length: 80' Sail area: 1,850 sq. ft. LOD: 64' 6" Beam: 16' Tons: 41 GRT LOA: 65' Rig height: 62' Power: twin 50 hp diesels

LWL: 58' Freeboard: 3' 4" Hull: wood

Built: 1996; Albany, NY, Scarano Boat.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 49.

Rick Scarano, Manager, Sailing Excursions, Inc., c/o Scarano Boat, Port Albany, Contact:

Albany, NY 12202; 800-701-SAIL; 518-463-3401; FAX 518-463-3403.

E-mail: mail@scaranoboat.com Web site: http://www.scaranoboat.com

Adventure

Idventure was built in 1926 at the James Shipyard in Essex, Massachusetts. A National Historic Landmark, the schooner was designed by Thomas McManus as a "knockabout"-without a bowsprit for the safety of the crew. Constructed at the end of the age of sail, Adventure was exceptionally fast and stable, the ultimate evolution of the fishing schooner. Carrying a sailing rig, diesel engine, and 14 dories, she fished the once bountiful outer banks of the North Atlan-

tic from her home ports of Gloucester and Boston.

Adventure was a "highliner," the biggest moneymaker of all time, landing nearly \$4 million worth of cod and halibut during her 27-year fishing career. When she retired in 1953, Adventure was the only American dory fishing trawler left in the Atlantic. Converted to a windjammer in 1955, Adventure carried passengers on cruises off the coast of Maine



IOTO BY FREDERICK BODEN

until 1987. Captain Jim Sharpe of Camden donated the schooner to the people of Gloucester in 1988.

The historic schooner is currently under restoration and is scheduled to resume sailing in 2001. Adventure will be used as a community resource for innovative educational programming focusing on maritime, cultural, and environmental issues, and available for dockside tours, educational programs, and maritime events.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Gloucester, MA.

Program type: Dockside interpretation. Educational programs for schools.

Specifications: LOA: 121' 6" Draft: 13'6" Sail area: 6,500 sq. ft. LOD: 121' 6" Beam: 24' 6" Tons: 130 GRT LWL: 109' Hull: wood Rig height: 110'

Designer: Tom McManus.

1926; Essex, MA, John F. James & Son Yard. Built:

Coast Guard

certification: Moored Attraction Vessel (dockside).

Mary Helen Gunn, Gloucester Adventure, Inc., Contact: PO Box 1306, Gloucester, MA 01930; 978-281-8079; FAX 978-281-2393.

E-mail:

adventure@cove.com

Web site: http://schooner-adventure.org

.Adventuress



In 1913 the schooner *Adventuress* sailed from Maine to the Bering Sea via the straits of Magellan and served the Bar Pilots of San Francisco Bay until 1952. Although originally commissioned to gather Arctic specimens, Adventuress now sails to increase awareness of the majesty and vulnerability of Puget Sound. Since 1989, Sound Experience, a nonprofit environmental education organization, has provided hands-on education aboard Adventuress in response to the area's urgent environmental issues. Today, Adventuress is a National Historic Landmark and a Puget Sound treasure — the crowning jewel of the Pacific Northwest's collection of wooden ships.

Volunteer and paid crew receive environmental and sail training. The ship's apprentice program for youth 14-18 and month-long internships for adult sailor/educators also feature extensive sail training. Sound Experience is proud to own and operate

Adventuress and to keep her a "working" vessel—Protecting Puget Sound Through Education. The non-competitive environment fosters cooperation, teamwork, leadership, and sailing skills for Elderhostelors, Boy and Girl Scout Troops, youth groups, schools, and individuals of all ages who enjoy raising her massive sails and standing watch to hand, reef, and steer this classic tall ship. Truly a boat for the people, Adventuress provides empowering, lifechanging experiences to more than 3,500 youth and adults each year.

Flag: USA.

Rig: Gaff topsail schooner.

Port Townsend, WA: Puget Sound/Salish Sea. Home port/waters:

Who sails? School and other groups from elementary school through college, individuals and families.

Season: March to November.

Cost: \$28 per person (\$18 for youth) for 3-5 hour sail, \$1260 per day for adult groups

(\$800 youth groups). Overnights: \$2500 per day adult groups (\$1725 youth groups).

Scholarships available.

Sail training for paying trainees. Sea education in marine science, maritime history, and Program type:

ecology. Passenger day and overnight sails. Dockside interpretation during port visits.

Sparred length: 135' Draft: 12' Sail area: 5,478 sq. ft.

LWL: 71' Beam: 21' Sail number: TS 15 Tons: 82 GRT Rig height: 110' Power: 250 hp diesel

Designer: B. B. Crowninshield.

Built: 1913; East Boothbay, ME, Rice Brothers.

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).

Crew: 4-5; 8-10 instructors. Trainees: 45 day; 25 overnight. Age: 8-adult. Sex: coed.

Contact: Frank DePalma, Marketing and Fundraising, Sound Experience, 2310 Washington St.,

Port Townsend, WA 98368; 360-379-0438; FAX 360-379-0439.

E-mail: soundexp@olypen.com

Web site: http://www.soundexp.org

A.J. Meerwald

The Delaware Bay ■ Schooner Project operates the Schooner A.J. Meerwald, New Jersey's official tall ship, as an experiential classroom. This authentically restored 1928 Delaware Bay oyster schooner sails from her home port, Bivalve, New Jersey, to make annual visits to cities and coastal towns throughout New Jersey, Pennsylvania, and Delaware (occasional trips into the Chesapeake and the Northeast Atlantic seaboard).

Students range from fourth graders to senior citizens; subject matter ranges from the history of Delaware Bay oystering to water quality issues. Environmental stewardship and preservation of our maritime heritage are primary goals of activities on the A. J. Meerwald regardless of their target audience, length of pro-



gram, and/or port of origin.

The Delaware Bay Schooner Project also conducts shore-based programs, lecture series, hosts Delaware Bay Day (the first Saturday in June), and provides leadership on watershed issues throughout the Delaware Estuary. Members and volunteers are the lifeblood of the organization and are always welcome.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Bivalve, NJ: Delaware Bay and coastal New Jersey.

Program Type: 3 hour educational sails, summer camp, family sails, teacher workshops, overnight programs, team building, and special "theme" sails (i.e. birding, oystering, etc.)

School groups, 4th grade through college, families, scouts, teachers, businesses,

associations, and anyone interested in a Meerwald experience.

Draft: 6' 3" Specifications: Sparred length: 115'

Sail area: 4,127 sq. ft. LOA: 85' Beam: 22' 1" Tons: 57 GRT LOD: 85' Rig height: 75' Power: diesel LWL: 71' Freeboard: 2' Hull: wood

Built: 1928; Charles H. Stowman and Sons Shipyard, Dorchester, NJ.

Coast Guard

Crew:

Who sails?

certification: Passenger Vessel (Subchapter T). 11, augmented by volunteers.

Meghan Wren, Delaware Bay Schooner Project, Contact:

2800 High Street, Port Norris, NJ 08349; 609-785-2060; FAX 609-785-2893.

E-mail: ajmeerwald@qbc2.com Web site: http://www.ajmeerwald.org

Alabama



The ex-pilot schooner *Alabama* is an authentic example of a typical Gloucester fishing schooner of the early 1900's. She was built for the Mobile Bar Pilot Association in Pensacola, Florida in 1926 and designed by the greatest New England designer of Gloucester schooners, Thomas F. McManus.

After a major 3-year reconstruction, the summer of 1998 marked her first season sailing the waters of southern New England. She is a product of Vineyard Haven craftsmanship as the lion's share of her rebuild took place in Vineyard Haven Harbor. Alabama now joins Shenandoah in the Coastwise Packet Company fleet.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Vineyard Haven, MA: Southern New England. Who sails? Elementary school and middle school groups.

Cost: \$100 per person per day.

Sail training for paying trainees. Sea education in cooperation with accredited Program type:

schools and as informal in-house programming.

Draft: 12' 6" Sail area: 5,000 sq. ft. Specifications: Sparred length: 120'

LOD: 85 Beam: 21' Tons: 85 GRT LOA: 90' Rig height: 94' Power: twin diesels LWL: 78' Freeboard: 5' Hull: wood

Designer: Thomas F. McManus.

Built: 1926; Pensacola, FL, Pensacola Shipbuilding Company.

Coast Guard

certification: Passenger Vessel (Subchapter T).

5. Trainees: 27 (overnight). Crew: Contact:

Captain Robert Douglas, Coastwise Packet Company, PO Box 429, Vineyard Haven, MA 02568; 508-693-1699.

Alaska Eągle

Whitbread Round the World Race as the Dutch yacht Flyer, the 65-foot Alaska Eagle now operates as a sail training vessel for adults and college students interested in acquiring offshore passagemaking skills. Since 1982, Alaska Eagle has made more than 22 Pacific crossings and sailed more than 200,000 miles with students aboard. Cruises and passages are generally two to three weeks in length.

Strong and fast, Alaska Eagle is a comfortable offshore cruiser with four private staterooms and two heads and showers. Under the guidance of two USCG-licensed skipper/instructors, Alaska Eagle's nine-member crews participate in watch standing, sail handling, steering, and navigating. A professional cook handles the meals. Alaska Eagle is operated by the Sailing Center at Orange Coast College, a Southern California



nonprofit boating education program.

Plans for 1999-2000 include a voyage from Newport Beach through the remote islands of the South Pacific to Australia and New Zealand.

Flag: Rig: USA. Sloop.

Home port/waters:

Newport Beach, CA: South Pacific, New Zealand.

Who sails?

Individual college students and adults.

Cost:

\$130 per person per day.

Program type: Specifications: Sail training with paying trainees. Paying passengers on overnight passages. Sparred length: 65' Draft: 10' 5" Sail area: 1,500 sq.

LOD: 65'

Draft: 10' 5" Sail area: 1,500 sq. ft. Beam: 16' 4" Sail area: 1,500 sq. ft.

LOA: 65' LWL: 50' Rig height: 90' Freeboard: 5' Power: 200 hp diesel Hull: aluminum

Designer:

Sparkman & Stephens.

Built:

1977; The Netherlands, Royal Nuisman Shipyard.

Coast Guard certification:

Sailing School Vessel (Subchapter R). 3. Trainees: 9.

Crew: Contact:

Catherine Ellis, Adventure Sailing Coordinator,

Orange Coast College Sailing Center, 1801 West Coast Highway, Newport Beach, CA 92663; 949-645-9412; FAX 949-645-1859.

Web site:

http://www.deltanet.com/occsailing

Alçyone



Ilcyone, built by and for Seattle's master shipwright Frank Prothero, was modeled after the Gloucester fishing schooners of New England. Prothero, whose yard turned out wooden fishing boats and tugs, built Alcyone as stoutly as a work boat. The result is a graceful schooner ready to sail anywhere in the world.

In 1987 Sugar Flanagan and Leslie McNish purchased Alcyone and have been working her ever since. She has sailed eight charter seasons in the San Juan Islands and three times has made deep-water passages out across the Pacific. Her most recent cruise was a two-year trip through the South Pacific to New Zealand. Now, back in the Pacific Northwest, Alcyone takes up to six trainees on two-week excursions around Vancouver Island.

In the spring and fall, Alcyone offers sail training for individuals of all ages. Summer is set aside for trainees ages 14-20. The program emphasizes all aspects of seamanship, both traditional and modern. Previous experience is not required, just the willingness to lend a hand on deck and below.

USA. Flag:

Specifications:

Gaff topsail schooner. Rig:

Home port/waters: Port Townsend, WA; Inside passage, Washington to Alaska.

Who sails? Individuals of all ages. Season: Spring to fall.

Cost: \$75 per youth per day, \$125 per adult per day. \$1000 for 12-day youth trip,

\$500 for 6-day youth trip.

Sail training for paying trainees. Program Type:

> Sparred length: 82' Draft: 10' Sail area: 3500 sq. ft. Beam: 15' 6" Tons: 29 GRT LOD: 65' LOA: 65' Rig height: 76' Power: Bedford diesel Hull: wood

Freeboard: 3' 6" LWL: 52'

Frank Prothero. Designer:

1956; Seattle, WA, Frank Prothero. Built:

Crew: 3. Trainees: 6.

Captain John "Sugar" Flanagan, PO Box 1511, Contact:

Port Townsend, WA 98368; 360-385-7646.

E-mail: alcyone@olympus.net

Web site: http://www.olympus.net/personal/ALCYONE

Alma

The scow schooner Alma was built at Hunters Point in San Francisco Bay in 1891 and is the last of approximately 400 scow schooners that carried cargo in the San Francisco Bay area at the turn of the century. She is owned and operated by the San Francisco Maritime National Historical Park and docked at Hyde Street Pier near Fisherman's Wharf. The National Maritime Museum Association supports operations of the Alma

Alma sails from March until November and is crewed by volunteers, representing and interpreting a time when commerce moved by boat around the

at the many maritime festivals and pa-



Bay. The *Alma* volunteer program enables trainees and apprentices to learn about traditional sailing and wooden boat maintenance. No fees are required as all crew volunteer to sail and maintain the *Alma* and other park vessels at Hyde Street Pier.

Flag: USA.

rades in the Bay area.

Rig: Schooner, 2-masted.

Home port/waters: San Francisco, CA: San Francisco Bay.

Who sails? Adult education groups, individual students and adults, families.

Program type: Sail training for crew and apprentices. Sea education based on informal in-house

programs focuses on maritime history. Dockside interpretation. Affiliated groups include the National Maritime Museum Association, San Francisco National

Maritime Historical Park, and National Park Service.

Specifications: Sparred length: 88'

Sparred length: 88' Draft: 3' 6" Sail area: 2,684 sq. ft. LOD: 61'4" Beam: 23' 6" Tons: 47 GRT LOA: 62' Rig height: 76' Power: twin diesels LWL: 59' 5" Freeboard: 4' Hull: wood

Designer: Fred Siemers.

Built: 1891; San Francisco, CA, Fred Siemers. Crew: 6. Trainees: 28 (overnight); 40 (day). Age: 14+.

Contact: William G. Thomas, Superintendent,

San Francisco Maritime National Historical Park, Building E,

Fort Mason Center, San Francisco, CA 94123; 415-556-1659; FAX 415-556-1624. Web site: http://www.nps.gov/safr

Alvei



After an extensive eight-year refit, Alvei's accommodations, deck, and rigging have been completely renewed. Underway since October, 1995, Alvei has completed half of a circumnavigation, sailing from Portugal to New Zealand. She now sails long trade wind passages using the old sailing ship routes.

Alvei's rig, the main topsail schooner, was the preferred rig of privateers in the early 19th century. Alvei carries a total of 16 sails and has 139 miles of running rigging, offering a thorough range of experience in both fore and aft and square sail handling.

A sailor of 100 years ago would be quite at home on *Alvei*. It takes a team of people, using block and tackle, to "sweat and tail" as they set and handle the sails. Raising the anchor,

rowing the boat, and doing laundry are all done by hand.

The crew, both regular and trainees, stand watches at sea, 4 hours on and 8 hours off; in port, one day on and two days off. Duties include steering, lookout, sail handling, painting, tarring, sewing, cooking, and rigging.

Flag: USA

Rig: Main topsail schooner, 3-masted.

Home port/waters: No home port: Tropical waters worldwide.

Who sails? Adults over 18. Season: Year-round.

Cost: \$24 per person per day. \$1000 group rate per day (maximum 12 persons).

\$700 per person per month.

Program type: Sail training for paying trainees. Informal sea education.

Specifications: Sparred length: 126' Draft: 10' Sail area: 5,700 sq. ft.

LOD: 92' Beam: 19' Power: 160 hp diesel

LOA: 87' Rig height: 80' Hull: steel

LWL: 87' Freeboard: 4' 9"

Designer: Hull, unknown. Rig, Evan Logan.

Built: 1920; Montrose, Scotland.
Contact: Evan Logan, Captain; Margy Gassel, Shore Manager,

604 Masonic Avenue, Albany, CA, 94706; 510-526-7157; FAX 510-526-1684.

E-mail: margyg@juno.com

Web site: http://www.c-wave.com/alvei/

Amara Zee



The Caravan Stage Barge Amara Zee is the new touring vessel of the Caravan Stage Society, Inc. Built in 1997, the Amara Zee is based on a Thames River Sailing Barge blended with the best of contemporary marine and theater technology. With its shallow draft and lowering masts, the Stage Barge can access almost any waterfront community in North America. The spars are utilized for scenery, lights, sound equipment, and special effects. All performances are

staged on deck, with the audience sitting on the shore.

The *Amara Zee* was built by the theater company with the assistance of a number of marine professional volunteers and financed by over 600 manufacturing companies with in-kind donations of equipment, materials, and services. The Caravan's original productions express contemporary concerns and issues in an engaging and compelling format that is both entertaining and inspirational.

Flag: Canada.

Ketch (sailing barge).

Home port/waters:

East Coast of US.
Theatrical performances

Program type: Specifications:

Rig:

Theatrical performances. LOA: 90'

Rig height: 90'

Draft: 3' 6" Beam: 22' Sail area: 5,100 sq. ft. Power: twin 120 hp diesels

Hull: steel
Contact: National C

National Caravan Stage Company, Inc., 600 Tyrone Blvd. N, St. Petersburg, FL 33710, 917-208-6976.

E-mail: Web site: amarazee@earthlink.net http://www.caravanstage.org

America



Mamed for the famed New York-built yacht that crossed the Atlantic to win the 100 Guinea Cup in 1851, thus giving her name to the world's most coveted yachting trophy, *America* was built to demonstrate American excellence in technology, craftsmanship, and ingenuity in every port she visits worldwide. While *America* is a waterline-up re-creation of the 1851 yacht, her spars use the latest in carbon fiber technology, and *America*

weighs some 50 tons less than the original George Steers-designed schooner. Below decks she benefits from the most advanced boat building technologies available, showcasing goods and service from, among others, US Paint Corp., 3M's Marine Division, Harken, Hood Sails, John Deere, and Marine Air.

With plans to sail an average of 20,000 miles

per year, America will visit all major "inwater" boat shows, classic yacht regattas, OpSail 2000 in New York Harbor, the 2001 Sesquicentennial of the Royal Yacht Squadron Regatta of 1851 in Cowes, and other events.

Most recently, *America* sailed the Olympic flame into the State of Georgia at the port of Savannah for the Centennial Olympic Games, and participated in the 1998 Great Lakes Tall Ships® Race.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Annapolis, MD: Mid-Atlantic, New England, Florida,

Caribbean, and the Mediterranean.

Program type: Sail training for crew apprentices. Sea education based on

informal in-house programming. Passenger day and overnight sails.

Dockside interpretation during port visits.

Sparred length: 139' Draft: 10' Sail area: 6,400 sq. ft.

LOA: 105' Beam: 25' Tons: 120 GRT

LOD: 105' Rig height: 108' Power: twin diesels

LWL: 90' 6" Right: 16

Designer: George Steers, w/modifications by Scarano Boat.

Built: 1995, Scarano Boat, Port Albany, NY.

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).
Contact: Christine Robbins, Schooner America,

2809 Bird Avenue, Suite 152, Coconut Grove, FL 33133: FAX 305-443-6756

Web site: http://www.schooneramerica.com

American Eagle

he 12-meter yacht American Eagle was launched in Stamford, Connecticut, in 1964, and won 20 out of 21 races in the June and July America's Cup defender trials. In 1968, she was bought by Ted Turner, a 31-year-old sailor from Atlanta, GA. During his years racing American Eagle, Turner became one of the finest 12-meter helmsmen in the world and was selected by the New York Yacht Club to defend and win the America's Cup with Courageous in 1977.

American Eagle, a yacht saturated with a special aura of greatness, offers a memorable experience for you and your guests. Take the wheel and sense the sheer power and exhilaration that only the big twelves provide. An experienced three-man crew will make your pleasure a priority while ensuring safety aboard. Re-



PHOTO BY LAURA SAWAL

discover Narragansett Bay or the historic America's Cup course on Rhode Island Sound on one of the greatest 12-meter yachts ever built. American Eagle is based in Newport but upon request can be available at the port of your choice from New York to Maine by the day or the week. Call or write for more information.

USA. Flag:

Home port/waters: Newport, RI: New England and Chesapeake Bay.

Who sails? Individual and group charters.

Cost: \$1,700 group rate per day. \$50 per person for evening sails. Program type: Sail training for volunteer/paying trainees. Sea education based on

informal in-house programming. Passenger day sails.

Draft: 9' Specifications: Sparred length: 69' Sail area: 1,850 sq. ft. LOA: 69' Beam: 12' 8" Tons: 28 GRT LOD: 69' Rig height: 90' Power: diesel

Hull: wood

Designer: A.E. Luders.

Built: 1964; Stamford, CT, Luders.

LWL: 60'

Coast Guard

certification: Passenger Vessel (Subchapter T). Crew: 3. Trainees: 12 (day).

Contact: George Hill, President, America's Cup Charters,

PO Box 51, Newport, RI 02840; 401-849-5868; FAX 401-849-3098.

American Rover



The American Rover operates a rigorous day sailing schedule out of the Norfolk, Virginia waterfront. Cruises are generally 2-to-3 hour sightseeing and historical tours. Special student educational field trips are also popular.

Flag:	USA.
riag.	USA.

Rig: Topsail schooner, 3-masted.

Home port/waters: Norfolk, VA: Chesapeake Bay & tributaries. Who sails? Individuals, families, and student groups.

Affiliated institutions include Old Dominion University.

Cost: \$12-\$16 per person, 2-3 hours; \$9-\$13 per person group rate, 2-3 hours. Program type: Sail training for crew and apprentices. Sea education in marine science,

maritime history, and ecology in cooperation with schools and colleges.

Passenger day sails. Home port dockside interpretation.

Specifications: Sparred length: 135' Draft: 8' 6" Sail area: 5,000 sq. ft.

LOA: 98' Beam: 24' Tons: 98 GRT LOD: 96' Rig height: 85' Power: 240 hp LWL: 80' Freeboard: 8'

Designer: Merritt Walter.

Built: 1986; Panama City, FL, Kolsar & Rover Marine.

Coast Guard certification: Passenger Vessel (Subchapter T).

Crew: 4. Non-crew educators 2. Trainees: 149 (max.). Sex: coed. Dockside visitors: 149.

Contact: Captain Brook J. Smith, Master,

Rover Marine, Inc.,

PO Box 3125, Norfolk, VA 23514; 757-627-7245; FAX 757-627-6626.

Amistad (Work in Progress)

The keel of the Freedom Schooner Amistad was laid on March 8, 1998, and construction is scheduled to continue through the spring of 2000. The vessel will be launched in the fall of 1999, with fit-out and rigging to be completed in time for millennial celebrations in 2000.

The Amistad's story began in June 1839 when a group of Africans kidnapped from West Africa were sold illegally as slaves in Cuba. The captives took command of the merchant schooner La Amistad and attempted to return to their homeland. After 63 days the vessel was seized off Montauk Point, Long Island by the brigantine Washington. A lengthy federal court battle ended when their case was successfully argued before the Supreme

were returned home.

Now, more than 150 years later, the

Amistad will sail again, as an educational

Court by former President John Quincy

Adams. In 1841 the captured Africans



tool designed to foster cooperation and leadership in America's youth. Amistad America, Inc. will be responsible for raising long-term support for the vessel and her programs. *Amistad* will travel to ports throughout the country to serve as a floating classroom and museum. Plans call for on-board exhibits, interpretation, and sail training programs.

Flag: USA.

Rig: Topsail schooner.

Home port/waters: New Haven, CT: East Coast of the United States.

Who sails? School groups from elementary school through college, individuals, and families.

Program Type: Sail training for crew/apprentices and with paying trainees. Maritime history and a full range of programming is expected. Sea education in cooperation with accredited

institutions and other groups. Passenger day and overnight sails and dockside

interpretation during home and port visits.

Specifications: Sparred length: 129' Draft: 10' 2"

LOD: 81' Beam: 22' 4" LOA: 85' Rig height: 90 LWL: 79' Hull: wood

Beam: 22' 4" Tons: 99 GRT Rig height: 90' Power: twin diesels

Sail area: 5,000 sq. ft.

Designer: Tri-Coastal Marine.

Built: 1998-2000; Mystic, CT, Mystic Seaport.

Coast Guard

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T)

Crew: 8, combination paid and volunteer. Trainees/passengers: 49.

Contact: Christopher Cloud, Executive Director, Amistad America, Inc., c/o Mystic Seaport,

PO Box 6000, Mystic, CT 06355; 860-536-6003; FAX 860-536-4861.

E-mail: ccloud@mysticseaport.org
Web site: http://amistadamerica.org

Anawan



The Anawan is a replica of a bugeye, a working sail vessel developed in the 19th century on Chesapeake Bay and used primarily for oystering and freighting. Designed by Russell Grinnell, Anawan was built in the Crocker Boat Yard for his own use. She has been used both as a private vessel and as a sail training vessel, and has participated in at least two tall ship gatherings.

The Anawan underwent restoration in 1995 and will be operating from Bar Harbor, Maine. Her handy bugeye rig and shallow draft will enable her to cruise the bays and shoreline near Acadia National Park. Her classic wooden hull and rakish traditional appearance are maintained by supervised apprentice crew who learn basic seamanship while on board. The Anawan sails with up to six passengers on excursions and island hopping.

Tons: 7 GRT

Power: diesel

Flag: USA.

Rig: Bugeye ketch.

Home port/waters: Bar Harbor, ME: Maine coast.

Program type: Sail training for crew and apprentices.

Passenger day sails. Dockside interpretation

Passenger day sails. Dockside interpretation.

Specifications: Sparred length: 56' Draft: 2' 6"

Sparred length: 56' Draft: 2' 6" LOD: 37' Beam: 12' 9"

Hull: wood Russell Grinnell.

Built: 1960; Manchester, MA, Crocker Boat Yard.

Crew: 2. Trainees: 6.

Contact: Captain Steven F. Pagels, Downeast Windjammer Cruises, PO Box 8, Cherryfield, ME 04622; 207-546-2927; FAX 207-546-2023.

Designer:

Anna Kristina



Anna Kristina, the
Grand Old Lady from
Bergen, is known as a
Hardanger Jakt, named
after the fjord area in Norway where they were first

built. Anna Kristina, built in 1889, was first rigged as a sloop but received a ketch rig in 1918. She was rigged down in 1932 and operated as a motor vessel until 1977, when the present owners started her extensive restoration. Where possible, authentic materials were used. Most of the blocks onboard today are more than 100 years old, and sailing with Anna Kristina is like sailing back in time. Of the estimated 2000 Hardanger Jakts built in a period of around 300 years, only a few exist. Anna Kristina is a true piece of history

and has shown to be a welcome asset in many events in many different places in the world. She is a floating landmark for Norwegians living abroad. Many Norwegian men who immigrated to the Great Lakes sailed on Hardanger Jakts as teenagers.

Anna Kristina has participated in several international tall ship races and will be available for smaller sail training sessions as well as for port and marine festivals around the Great Lakes from May until October 1999.

Flag: Norway.

Rig: Square topsail ketch. Home port: Bergen, Norway.

Program type: Sail training, maritime history, dockside visitation.

Specifications: Sparred length: 110' Draft: 9' Sail area: 3,600 sq. ft. LOD: 76' Beam: 21' Hull: Norwegian pine

Built: 1889, Stangvik, Norway, Martinius Olson Ansnes.

Certification: Attraction vessel, approved by the Norwegian Maritime Directorate.

Crew: 6 permanent. Trainees: 14 overnight, 40 for day sails.

Contact: Hans van de Vooren, Hardanger Jakt Sailing Ltd., 38435 El Tanque, Tenerife,

Canary Islands, Spain; + 34-922-136369; FAX + 34-922-136580.

Appledore ll



he Appledore II is a traditional gaff-I rigged schooner designed for ocean sailing. Launched in 1978 at the Gamage Ship Yard in South Bristol, Maine, Bud McIntosh circumnavigated the world on her maiden voyage, an adventure documented in Herbert Smith's Dreams of

Natural Places and Sailing Three Oceans. Appledore II makes day sails from her home port of Camden, Maine from late June until mid-October. During the winter months, she undertakes snorkel trips on North America's only living coral reef, as well as sunset cruises from Key West, Florida. She carries up to 49 passengers on day sails and can accommodate up to 26 overnight.

The crew of the Appledore II is committed to sail training, and they are trained in sailing, celestial navigation, and marlinespike seamanship

through operation of the vessel on day sails as well as two 2,000-mile offshore voyages yearly. Interested persons are encouraged to contact us for possible payroll or volunteer positions. We have opportunities for not only crew, but business positions on an entry level.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Camden, ME: Maine to the Florida Keys.

June to October (Maine); December to May (Florida). Season:

Cost: \$20 per person per trip.

School groups from elementary school through college, individuals and families. Who sails? Sail training for crew and apprentices. Sea education based on informal in-house Program type:

programming. Passenger day sails. Dockside interpretation.

Sparred length: 86' Draft: 10' 6" Sail area: 2,815 sq. ft. Specifications: LOA: 82' Beam: 18' 9" Tons: 63 GRT

Power: Cummins 210 diesel LOD: 65' Rig height: 75'

LWL: 53' Freeboard: 8' Hull: wood

Designer: Bud McIntosh.

1978; Herb Smith, Gamage Shipyard, South Bristol, ME. Built:

Coast Guard

certification: Passenger Vessel (Subchapter T).

7. Trainees: 49 (day); 26 (overnight). Dockside visitors: 52. Crew:

John P. McKean, President, Schooner Exploration Associates, Ltd., Contact: "0" Lily Pond Dr., Camden, ME 04843; 207-236-8353, 800-233-PIER (summer);

PO Box 4114, Key West, FL 33041-4114; 305-296-9992 (winter).

Appledore lV

The schooner *Appledore IV* is owned and operated by BaySail, a private, nonprofit organization. Tall ship adventures aboard the Appledore IV help to support BaySail's mission: "To foster environmental stewardship of the Saginaw Bay Watershed and the Great Lakes ecosystem and to increase personal and professional opportunities for learners of all ages through comprehensive, hands-on, educational and skill-building programs under sail." Appledore IV is available for private charter to companies, organizations, and other groups of up to 48 people and for public sails on weekends from May through September.

BaySail's Environmental Education program begins and ends in the classroom with materials designed to prepare students for their sailing experience and reinforce the lessons learned while onboard the Appledore IV. During the 3-hour Appledore IV excursion, trained volunteers lead small groups of students through activities including collecting and analyzing



water and sediment samples, plankton sampling, and fish identification. Land use, maritime history, navigation, and weather observation are also discussed.

BaySail's Youth Development program is an intensive five-day training experience onboard the Appledore IV designed to teach at-risk youth about the importance of self-reliance, teamwork, and respect for authority in an environment few have ever experienced. Communication skills and self-esteem are enhanced as trainees work independently and as a team on every aspect of Appledore IV's operations.

Flag:

Topsail schooner.

Home port/waters:

Bay City, MI: Saginaw Bay and Lake Huron.

Who sails?

Elementary and middle school students. Court referrals in some cases.

Program type:

Sail training for volunteer and paying trainees. Marine science and ecology education in cooperation with accredited institutions. Affiliated schools include Bay City Public

Schools and the Michigan State University Extension.

Specifications:

Sparred length: 85'

Draft: 8' 6" Beam: 18' 5" Sail area: 3,500 sq. ft. Tons: 70 GRT

LOD: 65' LOA: 65'

Rig height: 120' Freeboard: 6'

Power: Ford 135 hp diesel

LWL: 53'

Designer:

Bud McIntosh.

Hull: steel

Built: Coast Guard

1989; Palm Coast, FL, Treworgy Yachts.

certification:

4. Trainees: 8.

Crew: Contact: Passenger Vessel (Subchapter T). Shirley Roberts, President, BaySail,

901 Saginaw Street, Bay City, MI 48708; 517-893-4567; FAX 517-893-7016.

Argus



Laid down and launched as a merchant vessel for work in the Baltic and Scandinavian waters, *Argus* probably began life as a salt fish carrier, but later carried a variety of cargoes including grain. In 1968 she was sailed from the Baltic to Spain, Canary Islands, then across the Atlantic to the Caribbean,

through the Panama Canal, and north to Newport Beach, California. She has been used, abused, and loved by Sea Scouts ever since. Argus has a large diesel engine and a full component of working sails, which include three jibs, main, mizzen, and main topsail and course.

She is supported by the "Friends of *Argus*," who enlist and train crew members, and the Orange County Council of the BSA, who bear the burden of financial support and ar-

ranging Sea Scout high adventure sails. Argus takes five-day and two-day trips at sea to Catalina Island and coastal ports for a working sail training cruise with trainees climbing the rigging, helmsmanship, small boat handling, snorkeling, swimming, beach hikes, and the experience of night watches.

Flag:

USA.

Rig:

Home port/waters: Who sails?

Topsail ketch. Newport Beach, CA: Catalina Island, Long Beach Harbor, Dana Point, CA.

Boy Scouts operate the vessel as crew/trainees under the tutelage of ship's captains and crew trainers.

Season:

Year-round.

Cost: Program type: Variable; 1-day, weekend, week-long—inquire Sea Base Director.

Specifications:

Sail training and sea education. Affiliated with Boy Scouts of America.

Sparred length: 92' Draft: 8' Sail area: 2,51

LOA: 68' LOD: 65' Beam: 18' Rig height: 60' Hull: wood Sail area: 2,510 sq. ft. Tons: 53 GRT Power: Detroit 671 diesel

Freeboard: 4' 6"

Built:

1905; Marstal, Denmark.

Coast Guard certification:

Passenger Vessel (Subchapter T). 6. Trainees: 34 (day); 20 (overnight).

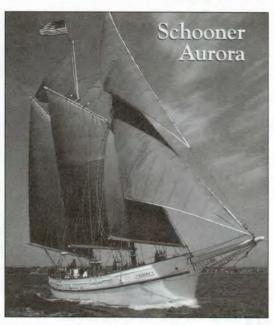
Crew: Contact:

William Mountford, Sea Base Manager, Boy Scout Sea Base,

1931 West Pacific Coast Highway,

Newport Beach, CA 92663; 949-642-5031; FAX 949-650-5407.

Aurora



Jurora, formerly known as the Francis Todd, is a two-masted schooner built in 1947 by Newbert & Wallace of Thomaston, Maine for work in the fishing industry. Aurora retired from fishery work in 1991. The vessel has been rebuilt to offer ample seating, a spacious deck plan, and amenability to catering arrangements. Aurora is the perfect venue for en-

tertaining and special occasions. The vessel is inspected and certified by the US Coast Guard as a Passenger Vessel. She is stable, seaworthy, and professionally maintained for comfort and safety. Presently being fitted out for overnight accommodations, the Aurora is based in Newport, Rhode Island and sails Narragansett Bay on day sails.

Sail area: 2,800 sq. ft.

Tons: 53 GRT

Flag:

USA. Rig: Gaff topsail schooner.

Home port/waters: Newport, RI: Narragansett Bay.

Who sails? School groups from elementary school through college,

as well as individuals and families.

Program type: Specifications:

Passenger day sails and informal sail training.

Sparred length: 101' Draft: 7' 6" LOD: 78' Beam: 17' 6"

Hull: wood

Rig height: 80' Designer: Newbert & Wallace.

1947; Newbert & Wallace, Thomaston, ME. Built:

Crew: 3. Trainees: 80.

Contact: IDC Charters, Inc., Goat Island Marina,

Newport, RI 02840; 401-849-6999.

Bągheera



Duilt in 1924 for Newport, Rhode DIsland millionaire Marion Eppley, Bagheera represents a time when unlimited wealth and classical tastes combined to produce some of the finest vessels in the history of yachting and yacht racing.

For many years, Bagheera was the boat to beat in campaigns from the Great Lakes to the Bahamas, and from as far as Morocco and the Mediterranean, eventually making her way to the West Coast of the US.

Throughout the 1980's, Bagheera was a familiar sight along the San Diego waterfront, sailing for hire and competing in many classic yacht races.

Now, after an extensive six-month restoration, Bagheera is in San Francisco Bay, certified by the US Coast Guard and op-

erated by an experienced, well-trained crew. She can comfortably carry 30 passengers for day sails. Flexible programs and schedules are available for group charters. Bagheera sails primarily from the East Bay.

USA. Flag:

Staysail schooner. Rig:

Home port/waters: San Francisco, CA: San Francisco Bay, CA.

Who sails? School groups from elementary school through college, individuals and families.

\$30 per person per 4 hour sail. \$150 group rate per hour. Cost:

Sail training for volunteer and paying trainees. Program type:

Sea education based on informal in-house programming. Passenger day sails.

Specifications: Sparred length: 72' Draft: 7' 6" Tons: 21 GRT

> LOD: 54' Beam: 14' 6" Power: 72 hp diesel

LOA: 55' 6" Rig height: 65' Hull: wood Freeboard: 4'

LWL: 44'

Designer: John G. Alden.

1924; East Boothbay, ME, Rice Brothers. Built:

Coast Guard

Passenger Vessel (Subchapter T). certification: Crew: Trainees/passengers: 25-30.

Captain Jonathan Friedberg, Bagheera Charters, LLC, 7700 Eagle's Nest Road, Contact:

Sacramento, CA 95830; 916-683-4915, 1-87-SCHOONER (toll-free).

E-mail: bagheera@theship.com

Web site: http://www.bagheera.theship.com

Balclutha



In 1886, Charles Connell & Company built a three-masted, riveted steel ship "to the highest class in Lloyd's registry" near Glasgow, Scotland. Her owner, Robert McMillan, named that 256-foot vessel *Balclutha*—the Gaelic name for Dumbarton, Scotland.

As a deepwaterman, *Balclutha* and a 26-man crew rounded Cape Horn with grain for Great Britain, and later ran Pacific Coast lumber to Australia. Each year as a salmon packet, the vessel carried hundreds of men (with boats and supplies) to the salmon-fishing grounds of Alaska. *Balclutha* even had a brief Hollywood career. The vessel was rescued from decay by the San Francisco Bay Area community in 1954, and has been re-

stored as a memorial to the men and times of the grand days of sail.

Today, *Balclutha* (now designated a National Historic Landmark) is open to the public daily as part of the San Francisco Maritime National Historical Park. Park Service rangers conduct regular tours and present a variety of history programs aboard, and the vessel hosts special events such as the Park's annual Sea Music Concert Series, and maritime-related theater productions.

Flag:

USA.

Rig:

Full-rigged ship.

Home port/waters:

San Francisco, CA.

Program type:

Dockside sea education in maritime history.

Specifications:

Sparred length: 301' LOD: 256' 6" Draft: 22' 7" Beam: 38' 6" Tons: 1,689 GRT Hull: steel

Rig height: 145'

Designer:

Charles Connell.

Built:

1886; Scotland, Charles Connell. William G. Thomas, Superintendent,

Contact:

San Francisco Maritime National Historical Park,

Building E, Fort Mason Center,

San Francisco, CA 94123; 415-556-1659; FAX 415-556-1624.

Web site:

http://www.nps.gov/safr

HMS Bee



HMS Bee is a replica of the transport schooner of that name, which operated from the Royal Navy Establishment at Penetanguishene during the years immediately following the War of 1812. The replica was constructed by staff and volunteers of Discovery Harbour, a Provincial historic site on the location of the original naval establishment. Although incorporating modern technology, HMS Bee is a faithful reproduction of an early

19th century naval vessel. Both her exterior and interior reflect the realities of life under sail in that era. She shares the unique distinction of carrying a Warrant from the modern Royal Navy to use the prefix "HMS" with HMS *Tecumseth*, a replica vessel which also operates from Penetanguishene.

Today, the vessel is operated by a not-for-profit corporation organized by the volunteers who have sailed her since 1984 when she was launched. Programs focus upon sail training for adults and youths with emphasis on living history. HMS *Bee* sails the waters of Georgian Bay from May to October each season on weekends or evening expeditions. She accommodates a maximum of 14 trainees on evening trips, 10 on extended trips.

Flag: Canada. Rig: Gaff schooner.

Home port/waters: Penetanguishene, Ontario, Canada: Georgian Bay and upper Great Lakes

Who sails? Individuals and groups. Season: May to October.

Cost: Evening expeditions, \$20; weekend expeditions, \$200.

Program type: Living history, seamanship.

Affiliated institutions: Supporting Discovery Harbour Provincial Historical Site

Specifications: Sparred length: 78' Draft: 5' 6" Sail area: 1,672 sq. ft.

LOA: 48' 6" Beam: 14'6" Tons: 25 GRT

LWL: 42' Hull: GRP and wood Power: 90 hp diesel

Certification: Operates under the Canadian Sail Training Association guidelines.

Designer: Steve Killing.

Built: 1985; Penetanguishene, Ontario, Canada, Charlie Allen.

Crew: 5 officers and leading hands. Trainees: 14.
Contact: Gordon Laco, Marine Heritage Center,

411 Hannah Street, Midland, Ontario, Canada L4R 2G4; 705-526-2811.

E-mail: mainstay@csolve.net

Bill of Rights

he Los Angeles Maritime Institute is the educational affiliate of the Los Angeles Maritime Museum. Through the Topsail Youth Program, the Institute provides character-building sail training adventures for youth. The schooners Swift of Ipswich and Bill of Rights are learning environments that nurture the development of knowledge, skills, and attitudes that are necessary for the education of today's youth, but difficult to teach in a traditional classroom.

The schooners sail with crews of mariner-educators who encourage the growth of awareness, understanding, communication, and teamwork, along with maturing of the traits of persistence, patience, endurance, courage, and caution.

Topsail can be adjusted to fit the age, interests, and abilities of any participants.



Single-day events are for exploration, fun, and an introduction to the sea and sailing. Multi-day programs typically provide a life-changing experience for participants.

The Los Angeles Maritime Institute and all of its affiliates take pleasure in offering hospitality, on an as-available basis, to visiting tall ships and other "educationally significant" vessels.

Flag: USA.

Specifications:

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Los Angeles, CA: coastal California and offshore islands.

Who sails? Referred youth-at-risk and groups catering to students and adults.

Season: Year-round.

Program type: Educational.

Draft: 10' Sparred length: 136' Sail area: 6,300 sq. ft. LOD: 94' Beam: 23' Tons: 95 GRT Power: 210 hp diesel LOA: 129' Rig height: 100' LWL: 85' Freeboard: 5' 8" Hull: wood

McCurdy, Rhodes & Bates. Designer:

Built: 1971; South Bristol, ME, Harvey F. Gamage.

Coast Guard

certification: Passenger Vessel (Subchapter T).

5 (day); 8 (overnight); 5 instructors. Trainees: 52 (day sails); 39 (overnight). Crew:

Captain Jim Gladson, Los Angeles Maritime Institute, Berth 84, Contact:

Foot of Sixth Street, San Pedro, CA 90731; 310-833-6055; FAX 310-548-2055.

Black Jack



Rebuilt in 1952 from the hull of a 1904 tugboat by the late Captain Thomas G. Fuller, *Black Jack* is an 87-foot brigantine. Carrying 3,000 square feet of sail, the ship is now used as a sail training vessel plying the Ottawa River in Canada under the flag of Bytown Brigantine. Carrying a complement of 12 train-

ees plus crew, the vessel has become an icon in Canada's capital city, Ottawa, with its devotion to historical accuracy and traditional sailing.

Thomas Fuller was one of Canada's most decorated war heroes, earning the name "Pirate of the Adriatic" and holding the distinction of the longest

time served in offensive war action. His wartime experience taught him the value of instilling confidence and resourcefulness in our youth through adventure at sea. Thomas Fuller founded Bytown Brigantine, Inc., a nonprofit charitable foundation, in 1984 to provide traditional sail training to local youth.

Flag: Canada. Rig: Brigantine.

Home port/waters: Ottawa, Ontario, Canada: Ottawa River.

Who sails? High school and college students as well as individuals of student age.

Season: April to October.

 Specifications:
 Sparred length: 95'
 Draft: 6'
 Sail area: 3,000 sq. ft.

 LOD: 68'
 Beam: 15'
 Tons: 42.25 GRT

 LOA: 87'
 Rig height: 80'
 Power: GM 671

 LWL: 57'
 Freeboard: 3'
 Hull: steel

Designer: Thomas G. Fuller.

Built: 1952; Ottawa, Ontario, Canada, Thomas G. Fuller.

Contact: Eugene Carson, Executive Director or Simon A. F. Fuller, President,

Bytown Brigantine, Inc., 2700 Queensview Dr.,

Ottawa, Ontario K2B 8H6 Canada; 613-596-6258; FAX 613-596-5947.

E-mail: tallshipinfo@tallshipsadventure.org

Web site: http://tallshipsadventure.org

Black Pearl



uilt in 1938 by Lin-Coln Vaughan for his own use, Black Pearl was purchased by Barclay H. Warburton III in 1958. Long a believer in the sea as a teacher, Warburton selected the rig as a good one for sail training. In 1972 Warburton sailed the Black Pearl to England to par-

ticipate in that summer's European Tall Ships® Race, becoming the first American to do so. On his return to Newport, Warburton founded the American Sail

Training Association.

Black Pearl is currently owned and operated by the Aquaculture Foundation, a nonprofit trust formed to promote quality education in marine studies. Her programs take her throughout Long Island Sound, as well as into the North Atlantic, Gulf of Mexico, and Caribbean. At present, the Foundation is engaged in a capital campaign to raise \$1.25 million for Black Pearl's complete renovation in time for Tall Ships 2000[®].

Flag: Rig:

USA.

Home port/waters:

Brigantine.

Who sails?

Bridgeport, CT: Atlantic Ocean and Caribbean Sea. School and other groups and individuals aged 16 to 65.

Affiliated groups include University of Bridgeport, Housatonic Community College, and seven Connecticut school districts.

Season:

May to October.

Program type:

Sail training for crew and paying trainees. Sea education in marine science, maritime history, and ecology in cooperation with accredited schools and colleges.

Passenger day sails and overnight voyages.

Specifications:

Sparred length: 79' LOD: 52'

Draft: 9' Beam: 14'

Sail area: 2,000 sq. ft. Tons: 28 GRT

LWL: 43' Freeboard: 6' Rig height: 63' Power: diesel

Sail number: TS US-33

Designer:

Edson Schock.

Built:

1938; Wickford, RI, C. Lincoln Vaughan.

Crew:

3-4 (day), 4-8 (overnight). Trainees: 6. Age: 14-65. Sex: coed. Dockside visitors: 15.

Contact:

Edwin T. Merritt, Superintendent of Schools, Trumbull Public Schools, 6254 Main Street, Trumbull, CT 06611; 203-261-3801; FAX 203-268-8636.

Bluenose ll



The original schooner *Bluenose*, built in 1921, was a typical Nova Scotian Grand Banks fishing schooner. Built both

for fishing and for the International Fishermen's Races between Canada and the USA, Bluenose won the cup for Canada several times under Captain Angus Walters. Her likeness became a national emblem and is depicted on stamps and coins. Launched on July 24, 1963, Bluenose II was built from Bluenose's plans and by the same yard. The only difference lies in the accommodations for the 18member crew, and the modern navigation and communication instruments. She serves as a goodwill ambassador for the Province of Nova Scotia, participating in tall ships events throughout the Western Hemisphere.

Bluenose II's seamen and cadets who serve as part of the crew receive instructions from the officers as they work. Today she sails in the best Bluenose tradition under Captain Wayne A. S. Walters, Master Mariner, grandson of the legendary Angus.

Flag: Canada.

Rig: Gaff topsail schooner.

Home port/waters: Lunenburg, Nova Scotia: East Coast Canada and United States.

Who sails? Individuals and groups. Affiliate institutions include the Fisheries Museum of the

Atlantic, Lunenburg; Maritime Museum of the Atlantic, Halifax; Nova Scotia Nautical Institute, Port Hawkesbury; Canadian Forces (Navy) Halifax.

Season: April to October.

Cost: Adults \$20; Seniors (over 65) \$15; Children (under 12) \$10.

Program type: Sail training for crew and apprentices. Passenger day sails. Dockside interpretation.

Specifications: Sparred length: 181' Draft: 16' Sail area: 11,696 sq. ft.
LOD: 143' Beam: 27' Tons: 285 GRT
LWL: 112' Rig height: 132' Power: twin diesels.

LWL: 112' Rig height: 132' Power: twin die Hull: wood.

Hull: wood.

Designer: William J. Roué.

Built: 1963; Lunenburg, Nova Scotia, Canada, Smith & Rhuland, Ltd.

Certification: Canadian Coast Guard certified.
Crew: 18. Sex: coed. Dockside visitors: 200.
Contact: Lex MacKay, Bluenose II Preservation Trust,

PO Box 1963, Lunenburg, Nova Scotia B0J 2CO Canada; 902-634-1963; FAX 902-634-1995.

E-mail: bluenos2@fox.nstn.ca
Web site: http://www.bluenose2.ns.ca

Bounty

uilt for the 1962 movie, Mutiny on the Bounty, the Bounty is dedicated to teaching 18th-century seamanship skills and personal development through square-rigged sailing. Due to her commitment to preserving the art of square-rigged sailing, the *Bounty* was chosen by the US Navy as the underway sail training vessel for the crew of the USS Constitution. Through 1996 and 1997, the Bounty helped prepare the officers and crew of Old Ironsides' first sail in more than 100 years.

Sail training voyages onboard the Bounty are open to the general public and last anywhere from a day to a month. The ship operates a teen leadership program in the summer, and is available for corporate

teamwork charters year-round.

On the *Bounty*, trainees work side-byside with the professional crew to help set and strike the sails, man the helm, and work aloft. Underway, casual classes teach sail theory, celestial navigation, marline-



spike seamanship, and maritime history.

Operated by the Tall Ship Bounty Foundation, a nonprofit educational institution, the Bounty sails throughout New England, Canada, and the Great Lakes in the summer. In the winter, she travels to Florida and sails the Gulf of Mexico and the Caribbean.

Flag: USA.

Rig: Full-rigged ship, 3-masted.

Home port/waters: Fall River, MA/St. Petersburg, FL: Atlantic Ocean and Gulf of Mexico. Program type: Sail training with crew and apprentices. Sea education in maritime history

based on in-house programming. Dockside interpretation.

Specifications: Sparred length: 169' Draft: 13' Sail area: 10,000 sq. ft.

Beam: 30' LOD: 120' Tons: 412 GRT

LOA: 130' Rig height: 115' Power: twin 200 hp diesels

Hull: wood

Designer: The Admiralty, London.

Built: 1960; Lunenburg, Nova Scotia, Smith & Rhuland.

Coast Guard

certification: Uninspected Vessel and attraction vessel.

Crew: 20 (day); 25 (overnight). Trainees: 100 (day). Dockside visitors: 150.

Contact: Thomas P. Murray, Executive Director, Tall Ship Bounty Foundation, Inc.,

PO Box 990, Fall River, MA 02722; 508-673-3886; FAX 508-679-6178.

Web site: http://www.tallshipbounty.org

Bowdoin



he schooner Bowdoin is the flagship of Maine Maritime Academy's sail training fleet, and the official sailing vessel of the state of Maine. Built in 1921 specifically for cruising in Arctic waters,

she is one of the strongest wooden vessels ever constructed. Between 1921 and 1954 she made 26 voyages to the far north under the command of her first master, explorer Donald B. MacMillan.

Today, with the characteristic ice barrel on her foremast, Bowdoin serves the students of the Maine Maritime Academy and the educational community of New England with a broad range of programs in seamanship, ocean studies, and curriculum development. Offerings begin at the high school level, and

range from cruises on Penobscot Bay to extended passages to Greenland and Labrador. These semi-annual cruises represent a unique opportunity in the world of sail training.

Flag: USA.

Rig: Grand Banks knockabout schooner, 2-masted.

Home port/waters: Castine, ME: Gulf of Maine, Canadian Maritimes. School groups from elementary school through college as well as individuals of all Who sails?

ages. Affiliated institutions include the Maine Maritime Academy.

Season: May to October.

Cost: \$100 per person per day; \$3,000 group rate.

Program type: Sail training with paying and volunteer trainees. Fully accredited sea education as

well as informal in-house programming in marine science and maritime history.

Passenger day sails. Dockside interpretation at outports.

Specifications: Sparred length: 100' Draft: 10' Sail area: 2,900 sq. ft LOD: 83' Beam: 22' Tons: 66 GRT

LOA: 88' Rig height: 70' Power: 190 hp diesel

LWL: 73' Freeboard: 4' Hull: wood

William Hand. Designer:

Built: 1921; East Boothbay, ME, Hodgdon Brothers Shipyard.

Coast Guard

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T). Crew: 5; 1 instructor. Trainees: 44 (day); 11 (overnight). Age: 16+. Sex: coed.

Contact: The Ocean Institute, Maine Maritime Academy,

Castine, ME 04420; 207-326-2211; FAX 207-326-2218.

E-mail: vforbes@bell.mma.edu

Web site: http://www.mainemaritime.edu

Brilliant

One of the finest sailing vessels ever built and a veteran of several Bermuda races and transatlantic voyages, *Brilliant* was donated to Mystic Seaport in 1953. Today she provides both teenagers and adults the adventure of saltwater sail training plus the practical applications of safety, seamanship, and navigation. Aboard *Brilliant*, participants are the crew. Under the direction of the captain and mate, crew members perform the ship's work, including steering, sail handling, cooking, and cleaning.

Brilliant offers spring and fall sailing for adults over four-day weekends, Friday through Monday, and 6-10 day sails for teenagers 15 and up in the summer. Sailing to Europe in Tall Ships 2000® will offer longer passages, up to one month aboard. Brilliant is open to individuals and organized groups of adults or teenagers, male and female. Youth groups include one adult leader



and eight teens. No previous experience required for the coastal cruises; ocean passages require some experience. All participants must be physically fit, agile, and competent swimmers.

Flag: USA

Rig: Gaff schooner, 2-masted.

Home port/waters: Mystic, CT: New England, Nova Scotia, Chesapeake Bay.

Who sails? High school and adult education programs and individuals of all ages.

Affiliated institutions include Mystic Seaport.

Season: May to October.

Cost: Teen trips \$695 to \$1,400, 6-10 days. Financial assistance available for teens.

Adult trips \$595 to \$750.

Program type: Sail training with paying trainees. Sea education in cooperation with organized groups

such as Scouts, based on informal in-house programming.

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Specifications: Sparred length: 74' Draft: 9' Tons: 30 GRT

LOD: 61' 6" Beam: 14' 8' Power: 97 hp GMC diesel LOA: 61' 6" Rig height: 81' Hull: wood

LWL: 49'

Designer: Sparkman & Stephens.

Built: 1932; City Island, NY, Henry B. Nevins.

Coast Guard

Contact:

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).

Crew: 3 (day), 4 (overnight). Trainees: 9-10 (day); 6 (overnight).

Age: 15-19 (teen program); 20+ (adult program). Dockside visitors: 14.

Brilliant Program, Museum Education Department, Mystic Seaport, Box 6000, Mystic, CT 06355-0990; 860-572-5323; FAX 860-572-5395.

Web site: http://www.mystic.org/public/visiting.msm/village.tour/

Galifornian



wned and operated by the nonprofit Nautical Heritage Society, the Californian is a recreation of the 1849 Campbell-class Revenue Marine Cutter C. W. Lawrence. Californian's sail training programs immerse trainees in a unique

and valuable education in which they experience the forces of nature and develop skills that relate directly to life ashore. Self reliance, teamwork, American history, coastal ecology, and sailing are the cornerstones of the Californian programs. The Sea Chest Program provides curriculum materials for classroom use, ship tours, and day sails for elementary school students. High school students can receive academic credit for time spent aboard, and college level programs are also available.

The ship has been designated as the official tall ship

ambassador for the state of California. In addition to its coastal sail training programs, the Californian has sailed to Hawaii and Canada, and to Mexico to offer humanitarian aid after Mexico's 1986 earthquake.

Flag:

Rig: Square topsail schooner, 2-masted.

Long Beach, CA: Coastal California and Pacific Ocean. Home port/waters:

Who sails? School groups and individuals.

Season: Year-round.

Cost: \$100 per person per day.

Program type: Sail training for professional crew, and volunteer and paying trainees.

Sea education includes marine science, maritime history, and ecology in cooperation with other groups, and informal in-house programming.

Draft: 9' 5" Sparred length: 145' Sail area: 7,000 sq. ft. Specifications:

LOD: 93'5' Beam: 24' 6" Tons: 130 GRT Power: 100 hp Caterpillar diesel

LWL: 84' Freeboard: 6' Hull: wood

Rig height: 101'

Melbourne Smith. Designer: Built: 1984; San Diego, CA, Nautical Heritage Society.

Coast Guard certification: Passenger Vessel (Subchapter T).

Crew: 8. Trainees: 45 (day sails), 16 (overnight). Age: 4th grade through college.

> Steve Christman, President, Nautical Heritage Society, 1064 Calle Negocio, Unit B, San Clemente, CA 92673;

949-369-6773; FAX 949-369-6892

E-mail: NHS@Californian.org Web site: http://www.californian.org

Contact:

6.A. Thayer

nce, hundreds of sailing school schooners carried lumber to San Francisco from Washington, Oregon, and the California Redwood Coast. Built in 1895, C.A. Thayer was part of that mighty Pacific Coast fleet. C.A. Thayer usually sailed from the E.K. Wood mill in Grays Harbor, Washington, to San Francisco, but she also carried lumber as far south as Mexico, and even ventured offshore to Hawaii and Fiji. Later, the vessel supplied the Alaskan salt-salmon canneries, anchoring out during the summer, then returning in September with the season's catch packed in her hold. From 1925-1950, C.A. Thayer carried men north to the Bering Sea cod-fishing grounds. In fact, C.A. Thayer's last voyage in that trade marked the end of commercial sail on the West Coast. Purchased by the State of California in 1957, and transferred to the National Park Service in 1977, this National Historic Landmark is a rare survi-



vor from the days when strong canvas sails billowed over tall deckloads of freshly-milled fir and redwood.

Today, the vessel hosts a slate of unique school education programs presented by the National Maritime Museum Association, and is open to the public as part of the San Francisco Maritime National Historical Park.

Flag:

USA.

Rig:

Schooner, 3-masted.

Home port/waters:

San Francisco, CA. Dockside sea education programs in maritime history.

Program type: Specification:

Sparred length: 219'

Draft: 11' 3" Beam: 36'

Tons: 453 GRT Hull: wood

LOD: 156' Rig height: 105'

Designer:

Hans Bendixsen.

Built:

1895; Fairhaven, CA, Hans Bendixsen.

Contact:

William G. Thomas, Superintendent,

San Francisco Maritime National Historical Park,

Building E, Fort Mason Center, San Francisco, CA 94123; 415-556-1659; FAX 415-556-1624.

Web site:

http://www.nps.gov/safr

Challenge



Challenge is a 96-foot three-masted schooner. Her hull was built on the lines of the famous schooners that once dominated the Great Lakes. She operates a very unique day sail training program in conjunction with The Pier – Toronto's Waterfront Museum. The cooperative

program enables teachers to bring the life of a 19th century sailor to their students. The *Challenge* voyage is also an opportunity for children to learn about other sail training programs. In 1998 over 6,000 schoolchildren from Canada and the US took part in *Challenge*'s day sail training program.

Flag: Canada.

Rig: Staysail schooner, 3-masted.

Home port/waters: Toronto, Ontario, Canada: Lake Ontario.

Who sails? Individuals and groups of all ages. Challenge operates a day sail training program in conjunction with The Pier – Toronto's Waterfront Museum.

Season: April to October.

Program type: Day sail training program,

Vessel also conducts corporate charter and public day sails.

Specifications: Sparred length: 96' Draft: 8' Sail area: 3,500 sq. ft.

LOD: 86' Beam: 16' 6" Tons: 76 GRT Rig height: 96' Hull: steel Power: Volvo 160

Freeboard: 5'

Designer: Bob Johnston.

Built: 1984; Port Stanley, Ontario, Kanter Yachts.
Certification: Transport Canada Certified Passenger Vessel.
Crew: 6 professional paid crew. Trainees: 70 (day). Age: all.

Contact: Doug Prothero, Master/President, Great Lakes Schooner Company, 249 Queen's Quay West, Suite 111, Toronto M5J 2N5, Canada;

416-260-6355; FAX 416-260-6377.

E-mail: schooner@inforamp.net

Web site: http://www.inforamp.net/~cruise

Glearwater .

The *Clearwater* is the only fullsized replica of the 18th and 19thcentury merchant vessels known as Hudson River sloops. Since 1969, Clearwater has served both as a platform for hands-on environmental education and as a symbol for grassroots action. The sloop is owned and operated by Hudson River Sloop Clearwater, Inc., a nonprofit membership organization dedicated to defending and restoring the Hudson River and related waterways.

The sloop sails seven days a week, carrying as many as 50 passengers for 3 to 5-hour education programs. Adults and children take part in a wide range of activities involving water life, water chemistry, sail-raising, steering, piloting, and more. A US Coast Guard-licensed captain is in charge, and an education specialist directs the program. The permanent crew are complemented by apprentices aged 16 and older,



an education assistant, and volunteers. During a month on board, apprentices are given in-depth training in many aspects of sailing and maintaining a wooden ship and in the education program.

Flag:

Rig:

Gaff topsail sloop.

Home port/waters:

Poughkeepsie, NY: Hudson River, New York Harbor and Long Island Sound.

Who sails?

Individuals, families, and groups.

Season: Cost:

April 15 to November 15 (daily education program); winter maintenance program.

\$6-\$20 per person per day. \$40 per week for crew/trainee bunk. \$500-\$1,500 group rate.

Draft: 6' 6"

Hull: wood

Rig height: 108

Beam: 24'

Membership is \$30 per year for individuals, \$10 for low income.

Program type:

Sail training for crew and apprentices. Sea education in marine science, maritime history, and ecology. Passenger day sails. Dockside interpretation during port visits. Clientele includes school groups from elementary school through college and individuals of all ages.

Specifications:

Sparred length: 106' LOD: 76' 6' LOA: 76' 6"

Sail area: 4,350 sq. ft. Tons: 69 GRT Power: 190 hp diesel

Designer:

LWL: 67' Cy Hamlin.

1969; South Bristol, ME, Harvey Gamage Shipyard.

Built: Coast Guard certification:

Passenger Vessel (Subchapter T).

Crew:

6 (4-month), 3 month-long apprentices. Trainees: 50 (day). Sex: coed.

Captain, Hudson River Sloop Clearwater, Inc., Contact:

112 Market St., Poughkeepsie, NY 12601-4095; 914-454-7673; FAX 914-454-7953.

E-mail:

captain@mail.clearwater.org http://www.clearwater.org

Web site:

Glipper Gity



Clipper City is a replica of a Great Lakes lumber schooner of the same name which sailed from 1854 until 1892. The plans for the Clipper City of 1985 were obtained from the Smithsonian Institution and adapted for modern use. Clipper City sails Baltimore's Inner Harbor and the waters of the Chesapeake Bay

from April through October each year. Clipper City provides 2 and 3-hour public excursions for tourists in the Baltimore area and private charters for corporate groups and families. She sails up to 21 times each week and has carried over 30,000 passengers in a single season. Clipper City is also available for winter charter.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Chesapeake Bay (summer): Caribbean Sea (winter).

Who sails?

Individuals and groups.

Season:

Year-round. LOD: 120'

Specifications:

Draft: 14' (max.)

Sail area: 10,200 sq. ft.

LOA: 158' Hull: steel Beam: 27' 6" Rig height: 135' Tons: 210 GRT Power: CAT 3208 SS.

Built:

1985; Jacksonville, FL.

Contact:

William L. Blocher, General Manager, Clipper City, Inc., 5022 Campbell Blvd., Suite F, Baltimore, MD 21236;

410-931-6777; FAX 410-931-6705

Web site:

http://www.sailingship.com

Columbia



he beautiful Sparkman and Stephens-designed Columbia was the first 12-meter to defend the America's Cup. Skippered by legend-

ary sailor and auto racing champion Briggs Cunningham, she was a refinement of the successful 1939 Vim. Close competition in the defender's trials of 1958 prepared her for an easy win over British challenger *Spectre*. Now, after many years in Europe, where she received

a well-appointed interior and teak decks, Columbia has joined the America's Cup Charters 12-meter fleet in Newport, RI. She is perfect for leisure sails, racing, and team building from any port between Maine and the Chesapeake. Sail aboard a winner—no sailing experience necessary!

Flag: Rig:

USA. Sloop.

Home port/waters:

Newport, RI: New England and Chesapeake Bay.

Who sails?

Individuals of all ages.

Cost:

\$1,700 group rate per day. \$50 per person evening sail. Program type: Sail training for volunteer or paying trainees.

Sea education based on informal in-house programming.

Passenger day sails.

LWL: 46'

Hull: wood

Specifications:

LOD: 67 LOA: 67'

Draft: 9' Sail area: 1,800 sq. ft. Beam: 11' 6" Tons: 28 GRT Rig height: 92' Power: diesel

Designer:

Sparkman and Stephens. 1958; City Island, NY, Nevens.

Coast Guard

certification:

Passenger Vessel (Subchapter T).

Crew:

Built:

3. Trainees: 14.

Contact:

George Hill, President, America's Cup Charters, PO Box 51, Newport, RI 02840; 401-849-5868; FAX 401-849-3098.

Compass Rose



Compass Rose's design was based on that of an 18th-century American coastal schooner. For a short time, Compass Rose was owned by a well known television personality until the present owner acquired her in 1973. Named for a vessel in Nicholas Monsarrat's celebrated novel, The Cruel Sea, Compass Rose is used for a variety of different enterprises. With the appearance of a pirate ship, Compass

Rose has appeared in several movies and documentaries as well as advertising and commercial films. She has also participated in many tall ships festivals and historical reenactments. Most important, she has been the platform

for a number of environmental research projects. One such project was "Track of the Leatherback," a program to collect information about the largest species of turtle, individual specimens of which weigh up to a ton. Electronic transmitters were installed on the leatherbacks—an endangered species—and surveillance gear on *Compass Rose* tracked their habits and movements through the sea.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Fort Lauderdale, FL: New England (summer),

Florida coast and Bahamas (winter). Student groups and individuals of all ages.

Season: Year-round.

Program type: Informal in-house programming in environmental studies.

Specifications: Sparred length: 57' Draft: 6' Sail area: 2,200 sq. ft. LOD: 47' Beam: 14' Tons: 25 GRT

LOD: 47' Beam: 14' Tons: 25 GRT LOA: 50' Rig height: 55' Power: 85 hp diesel LWL: 40' Freeboard: 5' Hull: wood

Built: 1969; Nova Scotia, M. Thygeson.
Contact: Robert Entin, Olde Ships Inc.,

PO Box 1339, Newport, RI 02840; 401-849-7988 (summer);

Robert Entin, Compass Rose,

PO Box 22598, Fort Lauderdale, FL 33335; 954-524-0096 (winter).

Who sails?

Concordia

ver 500 international students have joined Class Afloat and sailed the world for an entire academic year. Applications from 11th and 12th grade coeds are encouraged, and applicants who are seeking a unique and challenging "year out" program are also accepted. Crew members are selected on the basis of strong academic profiles, demonstrated strength of character and social suitability, health and fitness, and on their degree of commitment and dedication.

Class Afloat is a nonprofit educational program affiliated with high schools across the United States and Canada. Its mission is to broaden students' understanding of international issues while preparing them for responsible global citizenship in the 21st century.

The concept of "taking the classroom to the world" is intended to encourage selfsufficiency, cooperation, and a clear awareness of other cultures. Each semester, 48 qualifying students work as crew and study aboard the Concordia, a modern tall ship.



A fully certified faculty instructs students in a full curriculum including social studies and global issues, anthropology, marine biology, and physical education. Optional, non-credit enrichment courses are also offered in seamanship, celestial navigation, and the history and traditions of the sea.

Flag:

Bahamas.

Rig:

Barquentine, 3-masted.

Home port/waters:

Nassau, Bahamas: world-wide, unrestricted.

Who sails?

11th and 12th grade high school students and college students. Affiliated institutions include West Island College (high school), College Marie-Victorian, Hingham High

School, I.S.A.M, and A.I.E.S.

Season:

Academic year; summer programs offered for students and adults.

Cost: Program type: \$14,900 USD per student per semester; \$25,000 USD per student per year. Full-curriculum academics and marine biology for high school students.

Specifications:

Sparred length: 188' LOA: 154'

Draft: 13' 6' Sail area: 10,000 sq. ft. Tons: 495 GRT

LOD: 152' 6"

Beam: 31' Rig height: 115'

Hull: steel

Power: 570 hp diesel

Freeboard: 8'

Certification: Lloyds 100A1 and LMC.

Built: 1992; Poland.

Crew: 8. Instructors: 8. Trainees: 48. Age: 16-19, coed.

Contact: Sherri Holcman, Director of Admissions and Operations, Class Afloat,

851 Tecumseh, Dollard des Ormeaux, Montreal, Quebec H9B 2L2, Canada;

514-683-9052; FAX 514-683-1702.

E-mail: Web site: discovery@classafloat.com http://www.classafloat.com

USS Constellation (Work in Progress)



Constellation, the last all-sail ship built by the US Navy, was launched in 1854 from the Gosport Navy Yard in Portsmouth, Virginia. Constellation served the country from the middle of the nineteenth century until 1946, when she was finally decommissioned. During her 90 years of service Constellation saw military and non-military roles. She was part of the Slavery Interdiction Squadron off the West Coast of Africa—the "misery station"—capturing slavers and freeing over 700 men, women, and children from their captors. She carried famine relief to Ireland and was used as

a "practice ship" by the US Naval Academy, training many classes of Cadets. For her final role *Constellation* served as Admiral Ingersoll's flagship during World War II. In 1955 *Constellation* was brought to Baltimore to become the flagship of the city's

Inner Harbor development.

In 1993 it was determined that the ship was in a severe stage of decay and it was subsequently closed to the public. The Constellation Foundation proceeded to design and implement a \$9 million project to save this important national treasure. On August 21, 1998 Constellation was refloated—watertight and structurally sound once again. The final stage of her restoration continues and early in the summer of 1999 she will return to her permanent berth in Baltimore's Inner Harbor where she will offer a wide array of living-history and education programs.

Flag: USA.

Rig: Full-rigged ship. Home port/waters: Baltimore, MD.

Program type: Dockside interpretation and education programming.

Open to the public when restoration is complete.

Specifications: Sparred length: 282' Draft: 21' Sail area: 20,000 sq. ft. LOD: 176' Beam: 42' Hull: wood LOA: 200' Rig height: 165' Freeboard: 16'

LOA: 200' LWL: 179'

Designer: John Lenthall.

Built: 1854; Portsmouth, VA, US Navy.

Contact: Christy Schmitt, Visitor Services Coordinator, The Constellation Foundation,

Pier 1, 301 East Pratt Street, Baltimore, MD 21202;

410-539-1797; FAX 410-539-6238.

E-mail: webcentral@constellation.org
Web site: http://www.constellation.org

USS Constitution

"Id Ironsides" is the oldest commissioned warship afloat in the world. One of six ships ordered by President George Washington to protect America's growing maritime interests in the 1790's, Constitution earned widespread renown for her ability to punish French privateers in the Caribbean and thwart Barbary pirates of the Mediterranean. The ship's greatest glory came during the War of 1812 when she defeated four British frigates. During her first engagement, against HMS Guerriére in 1812, seamen

nicknamed her "Old Ironsides" when they saw British cannon balls glance off her 21inch-thick oak hull.

In the 1830s, the ship was slated to be broken up, but a public outcry sparked by the publication of a poem by Oliver Wendell Holmes saved her. Over the following century, the ship undertook many military assignments and served as a barracks and as a training ship. She was re-



stored in 1927, and after a coast-to-coast tour, Constitution was moored in the Charlestown Navy Yard in 1934 where she is now open year round for free public tours. She again underwent an extensive restoration from 1992-96, and on 21 July 1997, launching a year-long celebration of her bicentennial, Constitution sailed under her own power for the first time in 116 years.

Flag:

USA.

Rig:

Full-rigged ship.

Home port/waters:

Charlestown, MA: Boston Harbor.

Who sails?

Individuals, families, and school and other groups.

Program type:

US naval history.

Specifications:

Sparred length: 306'

LOD (gun deck): 174' 10"

Beam: 43' 6"

Draft: 22'

Rig height: 189' 2"

LOA: 204' LWL: 175'

Freeboard: 15'

Hull: wood

Sail area: 42,710 sq. ft.

Tons: 2,200 GRT

Built:

1797; Boston, MA, US Navy, Edmond Hartt Shipyard.

Certification:

Commissioned US Navy ship.

Crew:

Contact:

Commander Christopher Melhuish, USN, Commanding Officer,

USS Constitution, Charlestown Navy Yard, Charlestown, MA 02129-1797;

617-242-5670; FAX 617-242-2308.

Web site:

http://www.ncts.navy.mil/homepages/constitution/

Goronet



The last great American yacht, Coronet won the 1887 transatlantic race against Dauntless and completed two round-the-world voyages. During the first of these circumnavigations Coronet hosted King Kalakaua of Hawaii and Emperor Meiji of Japan. In 1895 Coronet was the transport for the first American-Japanese scientific expedition to study a total eclipse of the sun. From 1905 to 1995 Coronet was an instrument of missionary work around the world.

In 1995 Coronet was ac-

quired by the International Yacht Restoration School (IYRS), where she serves as their centerpiece restoration project. IYRS is a nonprofit organization founded in 1993 to teach the skills, history, and related sciences involved in the restoration and maintenance of classic sailing ships. After her restoration, *Coronet* will have an active sailing life as the IYRS flagship and educational center. *Coronet* is open for public tours at IYRS in Newport, Rhode Island from May through October.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Newport, RI.

Specifications: Sparred length: 173' Draft: 11' 7" Tons: 174 GRT LOA: 133' Beam: 27' Hull: wood

LOA: 133 Beam: 27 Fruit: Wood LOD: 133' LWL: 128' Freeboard: 6'

Designer: Smith & Terry.

Built: 1885; Brooklyn, NY, C. & R. Poillon.

Contact: International Yacht Restoration School,

449 Thames St., Newport, RI 02840; 401-848-5777; FAX 401-842-0669.

Web site: http://www.iyrs.org

Consair

Yorsair is a sailing whale-/boat, an open boat designed to be launched from a larger ship while at sea. She was built at Puget Sound Naval Shipyard in 1939 for use in the Navy's fleet sailing program. As the US prepared for war, the Navy stripped its ships and our whaleboats were sent ashore. The sailing program was never reinstated, and surplus Navy whaleboats found their way to sea scout units around the country, offering thousands of youth the opportunity to learn sailing, seamanship, and teamwork on the water. Of those boats, only a handful remain.

The Sea Scout Ship Corsair has been serving the youth of the Bay Area for over 60 years, offering programs that teach sailing, seamanship, and leadership to young men aged 14-21. Her sister ship, Viking, offers similar programs for young women.



The two ships sponsor many joint activities. In addition to the annual 2-week summer cruise in the Sacramento Delta, the Bay Area Sea Scouts organize day sails, races, weekend outings, dances, and regattas. New members are always welcome, both young and adult.

USA. Flag: Ketch. Rig:

Home port/waters: San Francisco, CA: San Francisco Bay and tributaries.

Who sails? High school students and individuals. Affiliated institutions include Sea Exploring,

Boy Scouts of America, San Francisco Bay Area Council.

Sail training for male trainees, aged 14-21. Sea education in marine science and Program type:

maritime history in cooperation with other groups.

Draft: 4' 6" Specifications: Sparred length: 30' Sail area: 600 sq. ft. LOD: 30'

Beam: 8' Freeboard: 2' LOA: 30' Rig height: 35' Hull: wood

LWL: 28' Designer: US Navy.

Built: 1939; US Navy, Puget Sound Naval Shipyard.

Crew: Up to 18.

Contact: Nick Tarlson, Acting Skipper, Sea Scout Ships Corsair and Viking,

22 Battery Street, Ste. 1100, San Francisco, CA 94111;

415-956-5700; FAX 415-788-5413.

E-mail: seascouts@dictyon.com

Web site: http://www.tbw.net/~chriss/scouts/

Corwith Gramer



The Corwith Cramer was the first ship built to the USCG's regulations for Sailing School Vessels. The Sea Education Association, working through ASTA, was instrumental in helping the Coast Guard shape these regulations. The *Cramer* was built in Bilbao, Spain, and it took the largest floating crane in northern Spain to launch her. She is a safe, stable vessel and an excellent platform for SEA's educational and

research missions. The *Corwith Cramer* is owned and operated by the SEA, Woods Hole, Massachusetts.

Flag:

USA.

Rig:

Brigantine.

Home port/waters:

Woods Hole, MA: worldwide.

Who sails?

Educators and students who are admitted by competitive selection. Over 150 colleges and universities award credit for SEA programs.

Season:

foor-round

Program types:

Specifications:

SEA Semester (college level, 12 weeks long, 17 credits), SEA Summer Session (college level, 8 weeks long, 12-credits), and SEA Seminars for high school students and K-12 teachers. All programs include a seagoing component on board the

Sailing School Vessels Westward and/or Corwith Cramer.

LOA: 134'

Draft: 13'

Sail area: 7,380 sq. ft. Power: 500 hp diesel

LWL: 87'6" Hull: steel Beam: 26' Tons: 158 GRT

Designer:

Woodin & Marean.

Built:

1987; Bilbao, Spain, ASTACE.

Coast Guard

certification:

Sailing School Vessel (Subchapter R).

Crew:

6 professional mariners and 4 scientists. Students/trainees: up to 25 in all programs.

Sex: coed

Contact:

Sea Education Association Inc., PO Box 6, Woods Hole, MA 02543,

508-540-3954; 800-552-3633; FAX 508-457-4673.

E-mail:

admission@sea.edu http://www.sea.edu

Web site:

Gutty Sark

Yutty Sark sails the waters of the State of Washington from historic Captain Whidbey Inn on the shores of Penn Cove, Whidbey Island. Cutty Sark operates as a commercial charter sailing ship, as well as offering volunteer educational opportunities for local school districts and scout groups. Charterers are encouraged, although not required, to lend a hand at running the ship as she slips past the sylvan shores of the San Juan Islands. School groups, however, stand watches, navigate the ship, and sing sea chanteys as they raise the sails, while learning the history, ecology, and lore of these enchanting islands. A ship provides an excellent platform for learning by experience: communication skills are honed and teamwork is established as the rule rather than the exception. The interdependence of shipboard life renders a microcosm of the world which gives the student sailors transferable skills.



Programs can be designed for groups of any type, from gourmet country inn cruises, small business retreats, overnight excursions for middle school, high school, and college students, to day sails for elementary school students.

USA. Flag:

Rig: Gaff ketch.

Home port/waters: Coupeville, WA: Whidbey Island and San Juan Islands, WA.

Who sails? School groups from elementary school through college. Individuals of all ages and

families. Affiliated groups include the Coupeville, South Whidbey, and Sedro

Wooley School Districts, Troop 58 BSA.

Cost: \$350 group rate per day. \$250 per day for schools.

Sail training for volunteer or paying trainees. Sea education in marine science, Program type:

maritime history, ecology, and other subjects in cooperation with other groups and

as informal in-house programming.

Sparred length: 52' Specifications: Draft: 6' 6" Sail area: 1,100 sq. ft. LOD: 40' Beam: 13' 6" Tons: 19 GRT

LOA: 40' Rig height: 55' Hull: teak LWL: 33' 4" Freeboard: 3' 6"

Designer: Hugh Angleman/Charlie Davies. Built: 1957; Hong Kong, American Marine.

Contact: Captain John Colby Stone, Æolian Ventures, Ltd., SV Cutty Sark,

2072 West Captain Whidbey Inn Road, Coupeville, WA 98239;

800-366-4097, 360-678-4097; FAX 360-678-4110.

E-mail: Captjohn@whidbey.net

Web site: http://www.captainwhidbey.net/

Daniel Webster Glements



he Daniel Webster Clements is a newly constructed gaff-rigged schooner typical of the shallow draft coasting schooners developed in the northern Gulf of Mexico in the latter part of the 19th century. Being a "Biloxi" design, she closely approximates the schooner Julia Delacruz, built by Anason Holley in the Mississippi Sound in 1924. The Daniel Webster Clements is owned and operated by Sailing

South Charters of Destin, Florida, in the heart of Florida's Emerald Coast, known for its emerald clear waters of the Gulf of Mexico and its beautiful white sand beaches.

In the spring and fall the Clements cruises the Gulf Coast, offering 3 and 5-day sail training programs to up to 15 people. One particularly exceptional feature of this centerboard vessel is its ability to sail into the pristine shallow water anchorages of

the central wetlands. Unique in her ability to explore nature's wetland treasures, this feature is included in every cruise.

In the winter, the *Clements* cruises nature's gems of the Caribbean—the Exhumas chain of the Bahamas—sailing out of Georgetown, Great Exuma Island. Summers are spent sailing off Destin's beautiful beaches on 3-hour charters carrying up to 47 passengers.

USA. Flag:

Rig: Gaff topsail schooner

Destin, FL: Northern Gulf of Mexico, Florida, Bahamas. Home port/waters:

Who sails? Students and individuals of all ages.

Cost: \$125 per person per day.

Program type: Sail training for paying trainees. Sea education in marine science and ecology in

cooperation with other groups and as informal in-house programming.

Passenger day sails and overnight passages. Dockside interpretation while in port.

Draft: 3' 2" Specifications: Sparred length: 75' Sail area: 2,000 sq. ft.

LOD: 53' Beam: 18' Tons: 32 GRT LOA: 54' Rig height: 48' Power: diesel LWL: 48' Freeboard: 4' 2" Hull: wood

Designer: Gene Zirlott.

Built: 1996; Coden, AL, Zirlott Yard.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 20, day sails, 15, overnight. Contact: Bill Campbell, Sailing South Charters,

600 Highway 98E, Destin, FL 32541; 850-837-7245; FAX 850-837-9547.

E-mail: fletch@fwb.gulf.net

Web site: http://www.sailingsouth.com

Dariabar



Dariabar, launched in 1992, is a custombuilt sailing research vessel. Her lines are those of a John Alden schooner and her design incorporates both traditional and mod-

ern aspects. She is built from steel with watertight subdivisions and a double bottom. She has a generous lab and workspace amidships with lifting gear above deck. *Dariabar* is presently involved in bioacoustic research and marine mammal observation. She is associated with Pelagikos, a California-based marine research organization. Pelagikos, in con-

junction with Mendocino College, conducts courses in marine mammal ecology and behavior aboard *Dariabar*. These classes offer students the opportunity to engage in active research while learning about sailing and life at sea. Pelagikos also employs *Dariabar* as a platform for research conducted by other college and scientific organizations.

Flag: USA. Rig: Schooner.

Homeport/waters: Sausalito, CA: California and NE Pacific.

Who sails? College students and adults involved in ocean research.

Program Type: Sea education, marine science, ecology, and bioacoustic research in cooperation with

accredited institutions.

Specifications: LOA: 84' Draft: 10' Sail area: 3,000 sq. ft. LOD: 84' Beam: 18' Tons: 60 GRT

LWL: 64' Rig height: 90' Power: diesel Freeboard: 6' Hull: steel

Designer: John Alden.

Built: Oakland, CA, E.A. Silva.

Coast Guard

certification: Ocean Research Vessel.

Crew: 4 (educators). Trainees: 30 (day); 10 (overnight). Sex: coed.

Contact: Dr. Urmas Kaldveer, Executive Director, Pelagikos,

3020 Bridgeway # 155, Sausalito, CA 94966; 707-462-5671; FAX 707-468-3120.

E-mail: silva@well.com

Distant Star



The Distant Star will conduct a mix of sail training programs, including atrisk youth intercession and middle and junior high school programs. Additionally, adventure vacation opportunities are available. Programs will focus on team and character building while teaching traditional seamanship and the sailor's

arts in the unique setting of a traditional, squarerigged vessel. In port and underway, the ship will simulate the atmosphere of the early American Navy, depicting the life aboard ships of that era and passing on sea-going military

tradition and heritage within a fun and challenging historical framework.

The *Distant Star* has recently undergone repairs in Port Townsend, Washington, and arrived in her new home port of San Diego, CA in fall, 1998. The Foundation is seeking US Coast Guard certification as a Sailing School Vessel.

Flag: USA.

Rig: Brigantine.

Home port/waters: San Diego, CA: Pacific Coast of North America.

Who sails? School groups from elementary through high school, individuals of all ages.

Program type: Sail training with paying trainees. Team and character building within a framework of maritime history, sea education, and naval science programs. Education programs

featuring research and tailored multi-disciplinary subjects as requested.

Specifications: LOD: 46'

LOD: 46' Draft: 6' Sail area: 1,490 sq. ft.
LOA: 54' Beam: 13' Tons: 27 GRT
LWL: 36' Rig height: 45' Power: diesel

Hull: wood
Designer and builder: James D. Rosborough, 1978.

Coast Guard

certification (planned): Sailing School Vessel (Subchapter R).

Crew: 2-4. Trainees: 6-10 (day); 4 (overnight). Age: 12 and up. Sex: coed.

Contact: Tom Wing, Continental Navy Foundation,

11054 Melton Court, San Diego, CA 92131; 619-271-4883; FAX 619-271-4883.

E-mail: tmwing@sprintmail.com

Website: http://home.sprintmail.com/~tmwing/

Dorothea



Por generations, Nova Scotians have traveled the coast in small boats, learning wisdom and courage from the sea. The Nova Scotia Sea School takes young people to sea in small boats today, for fun and personal challenge. The Sea School teaches traditional seamanship and navigation, and gives teenagers the chance to discover the Nova Scotia coast, and to discover themselves.

Young people 14 to 18 years old, male and female, from all over North America and Europe, sail on voyages ranging from five days to two weeks, living in an open boat powered by sails and oars. They explore the coast, live with the elements, visit the islands, and learn to take command of the boat and of their lives. As one student said, "This is the hardest thing I've ever done, and I want to do it again."

Flag: Canada. Rig: Ketch.

Home port/waters: Halifax, Nova Scotia: coastal Nova Scotia.

Who sails? Individuals and groups associated with accredited schools and colleges, as well as

Scouts, the YMCA, Aconcagua Foundation, public and private schools.

Cost: \$75 per person per day.

Program type: Sail training with paying trainees. Sea education programs in marine science,

maritime history and ecology, and informal in-house programming.

LOD: 28' 6" Draft: 5' Hull: wood

Specifications: LOD: 28' 6" Draft: 5' Hull: wood LOA: 28' 6" Beam: 7' Tons: 4 GRT

Designer: E.Y.E. Marine.

Built: 1995; Halifax, Nova Scotia, Canada. Crew: 1 (day); 2 (overnight). Trainees: 10.

Contact: Crane W. Stookey, Executive Director, The Nova Scotia Sea School, PO Box 546, Central C.R.O., Halifax, Nova Scotia B3J 2S4 Canada;

902-423-7284; FAX 902-423-7241.

E-mail: nsseaschool@ibm.net
Web site: http://www.seaschool.org

Eagle, USGG



One of five sister ships built for sail training in Germany in the 1930's, Eagle was included in reparations paid to the United States following World War II, and the Coast Guard took her over as a training ship. Aboard the Eagle, cadets have a chance to put into practice the

navigation, engineering, and other skills they are taught at the Coast Guard Academy. As underclassmen, they fill positions normally taken by the enlisted crew of a ship, including watches. They handle the more than 20,000 square feet of sail and more than 20 miles of rigging. Over 200 lines must be coordinated during a major ship maneuver, and the cadets

must learn the name and function of each. As upperclassmen, they perform of-ficer-level functions. For many, their tour of duty aboard *Eagle* is their first experience of life at sea; but it is here that they learn to serve as the leaders they will one day become in the Coast Guard.

Flag: USA.

Rig: Barque, 3-masted.

Home port/waters: New London, CT: Atlantic Ocean, Caribbean, and Pacific Ocean.

Who sails? Enrolled cadets at the US Coast Guard Academy.

Season: Year-round.

Cost: Included in school tuition.

Program type: Seamanship.

Specifications: Sparred length: 295' Draft: 17' Sail area: 22,245 sq. ft. (23 sails)

LOA: 266' 8" Beam: 40' Tons: 2,186 GRT LWL: 231' Rig height: 147' 4" Power: 1,000 hp diesel.

Hull: steel

Built: 1936; Hamburg, Germany, Blohm & Voss.

Contact: CAPT Robert J. Papp, Jr., USCG, Commanding Officer,

USCG Barque Eagle (WIX 327),

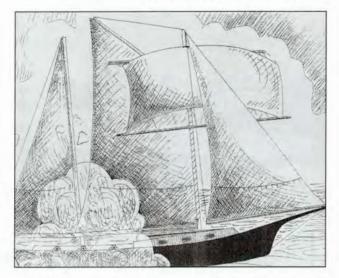
15 Mohegan Avenue, New London, CT 06320;

860-444-8595; FAX 860-444-8445.

E-mail: egl@salts.icpphil.navy.mil

Web site: http://www.cga.edu/eagle/welcome.html

Ebb Tide



Ebb Tide is a delightful topsail schooner, built by Peter Legnos of Legnos Boatbuilding in Groton, CT. Forty feet overall, Ebb Tide draws 4'6" with a beam of 10'3", making her one of the smallest and one of the few trailerable

square riggers. She is also one of the few fiberglass boats to carry square sails. Small but quick, and undefeated in her division at the marvelous Gloucester Schooner races, *Ebb Tide* carries a complement of three 10-gauge and one 4-gauge cannons. Her hull is black, her sails are white, and her brightwork is as shiny as her owner has the time to do.

Ebb Tide participates in classic and an-

tique vessel events in the Boston area, as well as reenactment events such as the birthday of the United States Navy in Beverly, MA and the birthday of the United States Coast Guard in Newburyport, MA. *Ebb Tide* is privately owned, and does not offer a formal sail training program, but is always eager for crew for reenactments or classic sailboat events.

Flag: USA.

Rig: Topsail schooner.

Home port/waters: Gloucester, MA: Gloucester and North Shore waters.

Who sails? Fund development personnel from area nonprofit institutions,

Salem Maritime National Historic Site, Forbes Museum, and trainees

nvolved in military reenactments and classic sailing events.

involved in military reenactments and classic sailing events.

Season: April to November.

Program type: Sail training for crew and apprentices. Sea education in maritime history in the

form of military reenactments and gunnery practices. Dockside interpretation.

Specifications: Sparred length: 40' Draft: 4' 6" Tons: 4.5 GRT

LOA: 40' Beam: 10' 3" Power: Westerbeke 6 hp diesel

LOD: 30' Freeboard: 2' Hull: fiberglass

Built: 1975; Groton, CT, Legnos Boatbuilding.

Crew: 2. Trainees: 4 (day) and 4 (overnight). Age: 16-75. Sex: coed. Dockside visitors: 6.

Contact: Captain Keating Willcox, Ebb Tide,

Longmeadow Way, Hamilton, MA 01936-0403;

978-468-3869; FAX 978-468-3869

E-mail: kwillcox@shore.net

Edna Berry (Work in Progress)



The schooner Edna Berry was originally built as a Delaware Bay Oyster schooner in 1928. Later unrigged and motorized she commercially fished as a power clam dredger until three years ago. Downeast Windjammer Cruises hopes to undertake a major restoration of the Edna Berry, rebuilding her wood hull and restoring her with a schooner rig. Starting in 1999 they plan a program combining apprentices and skilled shipwrights in a learning experience with the end goal of reviving a historic vessel.

Captain Steve Pagels has restored and built a number of traditional schooners. He reminds us that restoring a vessel is hard, grueling, and often dirty work. Rewards, however, are satisfaction of what is accomplished, the scenic Maine coast as a work place, and the occasional chance to sail on the 4-masted schooner Margaret Todd or the 1911 schooner Sylvina W. Beal. When completed, the Edna Berry will sail Maine waters in the summer and the Chesapeake Bay in the fall and winter.

Flag:

USA.

Rig:

Schooner.

Home port/waters:

Bar Harbor, ME: Maine and Chesapeake Bay.

Specifications:

Sparred length: 115' LOD: 85' Draft: 5' Beam: 22'

Rig height: 85'

Sail area: 4,000 sq. ft. Tons: 61 GRT

LOA: 90'

Hull: wood

Built:

1928; Leesburg, NJ.

Contact:

Captain Steven F. Pagels, Downeast Windjammer Cruises,

PO Box 8, Cherryfield, ME 04622;

207-546-2927 (winter), 207-288-4585 (summer); FAX 207-546-2023. (Former names: Pioneer, Achaeos, Christophoros, Fjeld, Elissa)





In 1975, a rusted iron Lhulk lay in the waters of Piraeus, Greece. Nearly 100 years earlier, she had

sailed the world's oceans as a proud square-rigged sailing ship. Cut down, leaking, and decrepit, she waited a cable's

length from the scrap yard.

Today, *Elissa* remains one of the hallmarks of maritime preservation. Lovingly restored and maintained, she sails again, continuing a far longer life than most ships are ever granted. She tests her

readiness annually in a series of sea trials amid the oil rigs and shrimpers off Galveston Island. Working under professional officers, her volunteer crew complete an extensive dockside training program. As funds allow, she makes longer voyages, such as her journey to New York to participate in Operation Sail 1986/Salute to Liberty.

USA. Flag:

Rig: Barque, 3-masted.

Home port/waters: Galveston, TX: coastal waters near Galveston

Who sails? School groups from middle school through college and individuals of all ages.

Season: April to November. Cost:

Volunteers and guests only. Sail training for crew and apprentices. Sea education in maritime history based on

Program type: informal in-house training. Dockside interpretation.

Specifications: Sparred length: 205' Draft: 10' Sail area: 12,000 sq. ft.

LOA: 155' Beam: 28' Tons: 411 GRT LOD: 150' Rig height: 110' Power: 450 hp diesel

Freeboard: 10' Hull: iron

Built: 1877; Aberdeen, Scotland, Alexander Hall and Sons Yard.

Coast Guard

certification: Cargo and Miscellaneous Goods (Subchapter I).

Crew: 40. Trainees: 85 (day). Age: 16-75. Dockside visitors: 250. Contact:

Kurt Voss, Director, Texas Seaport Museum/Galveston Historical Foundation, 2016 Strand, Galveston, TX 77550; 409-763-1877; FAX 409-763-3037.

E-mail: tsm@phoenix.net

Web site: http://www.phoenix.net/~tsm/elissa/elissa.htm

Elizabeth ll



Built with private funds to commemorate the English colonization of America's 400th anniversary, Elizabeth II is named for a vessel that sailed from Plymouth, England, on the second of the three Roanoke voyages sponsored by Sir Walter Raleigh between 1584 and 1587. She probably carried marines, colonists,

and supplies to establish a military garrison to support England's claim to the New World.

Elizabeth II's sail training program teaches volunteer crew about America's 16th century maritime heritage. In addition to classroom instruction and dockside training, crew members participate in the care and mainte-

nance of wooden vessels. The 24-foot ship's boat, Silver Chalice, is used for underway training and travels with Elizabeth II when she sails. Voyages are scheduled during the spring and fall seasons. Sponsorship for the volunteer crew program is provided by the nonprofit Friends of Elizabeth II, Inc.

Flag: USA.

Rig: Barque, 3-masted (lateen mizzen).

Home port/waters: Manteo, NC: inland sounds of North Carolina.

Who sails? Volunteer crew. Season: Spring and fall.

Cost: \$8 for adults, \$5 students (dockside visits),

free for children under 6 accompanied by an adult.

Program type: Sail training for volunteer crew and apprentices. Dockside interpretation.

Specifications: Sparred length: 78' Draft: 8' Sail area: 1,920 s

Sparred length: 78'

LOA: 68' 6"

Draft: 8'

Beam: 16' 6"

LOD: 55'

Rig height: 65'

Sail area: 1,920 sq. ft.

Tons: 97 GRT

Hull: wood

LWL: 59'

Designer: W. A. Baker and Stanley Potter.

Built: 1983; Manteo, NC, O. Lie-Nielsen, Creef-Davis Shipyard.

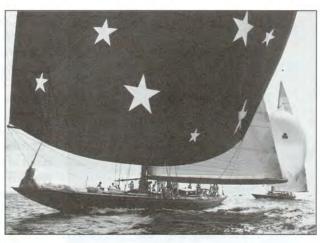
Age: 16+. Sex: coed and single-sex.

Contact: Captain Horace Whitfield, Roanoke Island Festival Park,

One Festival Park, Manteo, NC 27954; 252-475-1500; FAX 252-475-1507.

Web site: http://www.schoonerman.com/el2.htm

Endeavour



Since her re-launching in 1989, Endeavour has sailed over 100,000 miles and hosted more than 3,000 guests in comfort and safety. She has cruised the waters of Europe, the Mediterranean, the West Indies, the United States, and Canada and has taken part in many regattas, sailing against modern boats as well as classic. Despite her 64 years,

Endeavour continues true to form in her effortless domination of the racing circuit.

Endeavour is thought by many to be the finest sailing yacht in the world. She has certainly proven herself capable of meeting any challenge and fulfilling every dream. Fellow sailors are invited to sail on Endeavour and be a part of sailing history.

Flag: USA.

Home port/waters: Newport, RI: Naragansett Bay (summer),

Sloop.

Caribbean (winter).

Season: Year-round.
Cost: \$11,000 per day.

Specifications: LOD: 130' Draft: 15' 8" Sail area: 9,000 sq. ft. LOA: 130' Beam: 22' Tons: 162 GRT

Rig height: 165' Hull: steel Power: 400 hp diesel

Designer: Charles Nicholson.

Built: 1934; England, Camper & Nicholson.

Coast Guard

Rig:

certification: Passenger Vessel (Subchapter T).

Crew:

Contact: Marcia Whitney, Manager, J Class Management,

28 Church St., Newport, RI 02840; 401-849-3060; FAX 401-849-1642.

E-mail: info@jclass.com Web site: http://www.jclass.com

Endeavour



Endeavour is an exact museum standard replica of the ship Captain James Cook used on the first of his three famous voyages. On that voyage, from 1768 to

1771, Cook solved the geography of the Pacific, defeated scurvy, was the first to accurately calculate his longitude at sea, and successfully charted the islands of New Zealand and the east coast of Australia.

Built in Fremantle, Western Australia, from Australian hardwoods and American Douglas Fir, the ship is the result of over five years of painstaking research coordinated by the National Maritime Museum, Greenwich, UK. The original ship was very accurately recorded in the 18th century and hence the replica is virtually a reincarnation of that ship, not a 20th century designer or historian's view of what she may have been like. The only concessions to the 20th century are modern heads and showers, and electric galley and mess, locker, machinery, and freezer spaces.

All of these are housed in what was the capacious hold on the original ship. The crew live, sleep, and work the ship exactly as they did in the 18th century.

Flag: Australia.

Rig: Full-rigged ship.

Home port/waters: Sydney, Australia: International.

Who sails? Adults of all ages.

Program type: Sail training for volunteer crew and trainees. Sea education in maritime history

based on informal in-house programming. Passenger day sails.

Cost: \$150 USD per person per day.

 Specifications:
 Sparred length: 145' 6"
 Draft: 12' 6"
 Sail area: 15,800 sq. ft.

 LOD: 105'
 Beam: 29' 2'
 Tons: 397 GRT

 LOA: 109' 3"
 Rig height: 121' 4"
 Power: diesel

 LWL: 101' 5"
 Freeboard: 13' 6"
 Hull: wood

Designer: David White/Bill Leonard.

Built: 1993; Fremantle, Western Australia, HM Bark Endeavour Foundation.

Certification: USL 2A Ocean.

Crew: 16. Trainees/passengers: 70, day sails; 40, overnight.

Contact: John F. Longley AM, CEO, HM Bark Endeavour Foundation,

PO Box 1099, Fremantle, WA 6959 Australia; + 61-8-9336-1399; FAX + 61-8-9336-1540.

E-mail: jlongle@ibm.net

Web site: http://www.barkendeavour.com.au/

Ernestina

n February 5, 1894, a single line in a corner of the Gloucester Daily Times recorded an addition to the Massachusetts fishing fleet: "The new schooner for J.F Wonon and Co. has been named Effie M. Morrissey." This marked the birth of a schooner that would become famous as a Grand Banks fisher, an arctic expeditionary vessel under the command of Captain Robert Abrams Bartlett and as a World War II survey vessel under Commander Alexander Forbes. After

a fire in 1946, the Morrisey was raised and renamed Ernestina to serve in the trans-Atlantic Cape Verdean packet trade. In 1982 she was gifted by the Republic of Cape Verde to the people of the United States as a symbol of the close ties between lands.

The essence of *Ernestina's* educational mission today extends from the vessel's phenomenal track through history. Aboard Ernestina, learners of all ages use the ship



as a platform to study the marine environment and human impacts during structured underway and dockside programs. They gain confidence and self-esteem by learning how to orient themselves in the natural world while solving real-world problems.

Additionally, a membership program presents special sailing opportunities including both day sails as well as multiple day sails.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: New Bedford, MA: East Coast US, Canada (summer); Caribbean and West Africa.

Who sails? School groups from elementary through college, and individuals of all ages.

Season: Year-round.

Cost: \$125 per person per day; \$2,500 group rate or charter per day/\$1500 half day.

Program type: Sail training for volunteer or paying trainees. Sea education in marine science, maritime

history, and ecology in cooperation with accredited schools and colleges, Scouts, and other groups. Passengers carried on day and overnight sails. Dockside interpretation.

Specifications: Sparred length: 156' Draft: 13' Sail area: 8,323 sq. ft.

LOD: 106 Beam: 24' 5" Tons: 98 GRT LWL: 94' Rig height: 115' Power: 259 hp diesel

LOA: 112' Hull: wood

Designer: George M. McClain.

1894; Essex, MA, Tarr and James Shipyard.

Coast Guard certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).

Crew: 11. Trainees: 80 (day); 24 (overnight). Dockside visitors: 100.

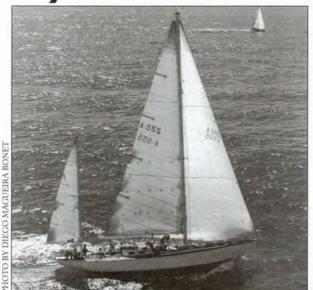
Contact: Gregg Swanzey, Executive Director, Schooner Ernestina Commission,

PO Box 2010, New Bedford, MA 02741-2010; 508-992-4900; FAX 508-984-7719.

E-mail: swanzey@ultranet.com

Web site: http://www.ernestina.org

Esperanza



The sailing yacht *Esperanza* trains cadets and officers of the Argentine Coast Guard (ACG) and takes part in sail races in the South Atlantic Ocean. Begun in 1965, she was designed by Roberto Hosmann based in the parameters of the Cruising Club of America rules, built entirely by ACG personnel, and launched in 1968. In 1971 she was updated pro bono by the naval architect German Frers.

Esperanza has sailed about 250,000 miles under the Argentine flag, she has taken part in the Cartegena-Norfolk-Boston race of 1980 and Christopher Columbus 500 Race from Spain to Puerto Rico in 1992. She also has taken part in numerous races between the ports of Uruguay and Brazil, and has won, at least once, the races: Olivos-Florianopolis, Buenos Aires-Rio de Janeiro, Buenos Aires-Mar del Plata, Mar del Plata-Punta del Este, Buenos

Aires-Puerto Deseado. She has been in the Yacht Master School, managed by the ACG since 1962, and many offshore pilots have sailed her. Over 3,000 students and nautical fans have sailed free on weekends

Esperanza is the first South American vessel to become an ASTA member. During 1998, Esperanza was updated with a new interior layout to get her in good condition for Tall Ships 2000[®].

Flag: Argentina. Rig: Yawl.

Home port/waters: Buenos Aires: Rio de Janeiro to Ushuaia (Beagle Channel).

Who sails? School groups from high school through college and adult education groups. Program type: Sail training for enrolled cadets of the Argentine Coast Guard Academy.

Sea education in cooperation with other accredited institutions.

Specifications: Sparred length: 63' Draft: 9' Freeboard: 3' LOD: 63' Beam: 15' Tons: 92 GRT LOA: 63' Rig height: 72' Hull: wood

Designer: Roberto Hossmann.

Built: 1969; Buenos Aires, Argentina, PNA Shipyard.

Crew: 4. Trainees: 20 (day); 12 (overnight).

Contact: Captain Luis Oscar Zunino, Water Sports Department, Argentine Coast Guard, Av. Eduardo Madero 235, Room 4.05/4.06, 1106 Buenos Aires, Argentina;

+ 54-1-4318-7644; FAX + 54-1-4318-7509.

Europa

he barque Europa was built as a light vessel for the German Bight in 1911 at the Stülcken shipyard in Hamburg, Germany. She was rebuilt (1987-1994) into a fine square-rigger by Harry Smit. The ship represents the end of the famous clipper era and is one of the few ships in the world that carries a complete set of studding sails. Down below you will find a romantic atmosphere in the

lounge, bar, saloon, and the cabins, all with their own shower and toilet.

All modern necessities for safety and comfort are hidden by the historic appearance. For part of the year, the *Europa* is the official sail training vessel of the Enkhuizen Nautical College, which edu-



cates officers and Masters for commercial oceangoing sailing vessels. In 1999 *Europa* will sail in Baltic and other European waters and will take part in the STA races. For the year 2000, the complete Tall Ships 2000® race is included in the program.

Flag: The Netherlands.
Rig: Barque, 3-masted.

Specifications:

Home port/waters: Amsterdam, The Netherlands: European waters.

Who sails? High school and college students, individuals and families.

Cost: \$100 per person per day.

Program type: Sail training for paying trainees. Fully accredited sea education in

maritime history. Passenger day sails and overnight passages.

Dockside interpretation during port visits.

 Sparred length: 185'
 Draft: 12'
 Sail area: 11,000 sq. ft.

 LOD: 143'
 Beam: 24'
 Tons: 303 GRT

 LOA: 150'
 Rig height: 109'
 Hull: steel

Built: 1911; Hamburg, Germany, Stülcken.

Certification: Bureau Veritas Worldwide.

Crew: 12. Trainees: 100 (day sails), 50 (overnight).

Contact: Smit Tallship BV, Europa, Oostelyke Handelskade 1,

1019 BL Amsterdam, The Netherlands; + 31-20-463-4129; FAX + 31-20-419-6134.

E-mail: Tallship@xs4all.nl

Exy Johnson (Work in Progress)



The Los Angeles Maritime Institute is constructing two 90-foot brigantines. The vessels will be named *Irving Johnson* and *Exy Johnson* in honor of the Johnsons and their life-long commitments to character-building sail training. The voyages of Irving (1905-1991) and Electa (b. 1909) Johnson aboard *Yankee* are well known by nearly everyone familiar with the sea.

When asked "How does your wife feel about all this voyaging?" Captain Irving Johnson's reply was "It was her idea!" As his extraordinary wife-mate, Exy distinguished herself as a full partner on their three Yankees. Her skills and talents complimented and completed the excellence of their joint endeavors. Exy is a multi-lingual, cultural ambassador extraordinaire, whether exploring remote islands of the vast Pacific, leading her pre-teen grand-daughter out on the bowsprit of SEA's Corwith Cramer, or going aloft, at 85, when she sailed on the Swift of Ipswich.

Construction will take place at the Los Angeles

Maritime Museum in John Gibson Park, San Pedro. The brigantine design, based on one developed in the 1930's, has been adapted by W.I.B. Crealock to meet US Coast Guard and LAMI program re-

quirements.

The shipyard will be visitor friendly, set up as a living history exhibit of the museum. Construction will be carried out by professional, paid shipwrights, working with trained volunteers. Funding for this project will come from private donations, corporate sponsorships, and foundation grants.

Flag: USA. Rig: Brigantine.

Home port/waters: Los Angeles, CA: Southern California and offshore islands.

Who sails? Referred youth-at-risk and groups catering to students and adults.

Season: Year-round.

Cost: Based on ability to pay.

Program type: Educational sailing adventures for youth and adult groups.

Specifications: Sparred length: 110' 8" Draft: 11' Sail area: 4,540 sq. ft.

LOA: 90' Beam: 21' 9" Tons: 99 GRT LWL: 72' 6" Rig height: 87' 8" Power: diesel

Coast Guard certification: Contact:

Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).
Captain Jim Gladson, President, Los Angeles Maritime Institute, Berth 84,
Foot of Sixth Street, San Pedro, CA 90731; 310-833-6055; FAX 310-548-2055.

Fair Jeanne

uilt in 1982, the Fair Jeanne is a 100-foot brigantine originally built by the late Captain Thomas G. Fuller as a private yacht. Carrying 4,000 square feet of sail, the ship is now in service as a sail training vessel serving youths aged 13 to 24 under the Bytown Brigantine flag. During the summer, the ship voyages the Great Lakes, St. Lawrence Seaway, and, during the winter, voyages in the Caribbean tracing historical maritime and naval events. Carrying a ship's company of 21 trainees plus

crew, the program reflects Captain Fuller's belief in using sail training as a means of building confidence and resourcefulness in our youth.

Thomas Fuller was one of Canada's most decorated war heroes, earning the name "Pirate of the Adriatic" and holding the distinction of the longest time served



in offensive war action. Thomas Fuller founded Bytown Brigantine, Inc., a non-profit charitable foundation, in 1984 to provide traditional sail training to local youths.

Fair Jeanne is planning to participate in the Boston to Halifax leg of Tall Ships 2000°.

Flag:	Canada.
Tiag.	Canada.
Rig:	Brigantine.

Home port/waters: Kingston, Ontario, Canada: Great Lakes, Maritime Provinces, Caribbean.
Who sails? Students and others aged 13 to 24, seniors in conjunction with Elderhostel,

and adults in winter.

Program type: Sail training with paying trainees. Sea education in maritime history in cooperation

with organized groups. Dockside interpretation.

Specifications: Sparred length: 120' Draft: 6'(min.); 13'(max.) Sail area: 4,000 sq. ft.

 LOD: 82'
 Beam: 24' 6"
 Tons: 135 GRT

 LOA: 110'
 Rig height: 80'
 Power: GM 671

 LWL: 62'
 Freeboard: 8'
 Hull: steel & fiberglass

Designer: T. G. Fuller.

Built: 1982; Ottawa, Ontario, Canada, T. G. Fuller. Crew: 10; 1 instructor. Trainees: 21 (overnight).

Contact: Eugene Carson, Executive Director or Simon A. F. Fuller, President,

Bytown Brigantine, Inc., 2700 Queenstown Dr.,

Ottawa, Ontario K2B 8H6, Canada; 613-596-6258; FAX 613-596-5947.

E-mail: tallshipinfo@tallshipsadventure.org
Web site: http://tallshipsadventure.org

Fantasy



Originally named Isla De Ibiza, the Fantasy has had a colorful history. Planned in 1870, the Fantasy was not built until 1913. During that time, trees were planted and grown specifically for this ship, bent and bound during growth and earmarked for various parts of the vessel. In 1998, Isla De Ibiza became Fantasy, and a new era in her history began. Today's ship is an elegant mixture of

old-world shipbuilding techniques and modern amenities.

Two one-month journeys will be offered in July, 1999, accepting trainees over 16 years old. The first month-long trip will begin in St. Lucia and end in Santa Domingo, Dominican Republic, and the sec-

ond will return to St. Lucia. The focus onboard will be Caribbean culture, history, and language, plus teamwork and seamanship. High school and college credit, as well as scuba certification will be available. The crew will consist of an experienced captain and mate, plus three volunteer educators. *Fantasy* is available during the months of May and June for group charters.

Flag: USA.

Rig: Topsail schooner, 2-masted. Home port/waters: Castries, St. Lucia: Caribbean.

Who sails? High school and college students, individuals.

Program type: Sail training for paying trainees. Sea education in marine science, maritime history,

and culture and language studies in cooperation with accredited institution and as

part of informal in-house programming.

Cost: \$3,000 per person per month.

Specifications: Sparred length: 120' Draft: 8' 10" Sail area: 4,000 sq. ft. LOD: 90' Beam: 19' Tons: 150 GRT

LOA: 96' Rig height: 75' Power: Caterpillar 342 LWL: 90' Freeboard: 3' Hull: wood

Built: 1912; Spain, Palma Sues Shipyard.
Contact: Tom Gibbs, Experiential Learning,

210 Dixon Street, Henderson, KY 42420; 502-827-8291; FAX 502-827-8006.

E-mail: tgibbs@cooltides.com

Web site: http://cooltides.com

Federalist



Pederalist is a full-size replica of a miniature ship built in Baltimore in 1788 to celebrate the state of Maryland's ratification of the United States Constitution. The original Federalist sailed from Baltimore to Mount Vernon where she was presented to General George Washington as a gift from

the merchants of Baltimore, and sank in a hurricane a short time later.

The replica *Federalist* was built by members of the Potomac Maritime Historical Society, formed in 1987 to promote public awareness of our maritime heritage. Since then, she has participated in many nautical events. Despite her small size, the replica *Federalist* is a fully

operational square-rigged sailing vessel, equipped with a 3.5 hp engine. Unlike her larger sisters, however, *Federalist* frequently participates in street parades, riding on a decorated trailer pulled by her crew. For period events such as the George Washington birthday parade, the crew marches in 18th century sailors' uniforms.

Flag: USA.

Built:

Rig: Barque, 3-masted.

Home port/waters: Alexandria, VA: inland bays and rivers; on-land exhibits.

Who Sails? Students and others, pre-school and older.

Season: Year round.

Program type: Maritime history.

Specifications: Sparred length: 25' Draft: 2' Sail area: 90 sq. ft.
LOD: 15' Beam: 5' Tons: 500 lb. displacement

LOA: 17' Rig height: 19' Power: 3.5 hp engine LWL: 13' Freeboard: 1' 6" Hull: wood

LWL: 13' Freeboard: 1' 6" Hull: wood 1987; The Potomac Maritime Historical Society, Inc.

Crew: 4-6. Trainees: 2-3. Age: 4+ (on-land instruction); 12+ (on-water instruction).

Contact: Joe Youcha, Executive Director, Alexandria Seaport Foundation, 1000 South Lee Street, Jones Point, Alexandria, VA 22314;

703-549-7078; FAX 703-549-6715

E-mail: ASFHQS@aol.com

Web site: http://www.capaccess.org/asf

Fridhem

Pridhem was built in Sweden as a North Sea fishing trawler in 1932. She was initially rigged as a square-rigged yawl. Fridhem, which means "peace home" or "freedom", was one of the many Swedish ships that helped smuggle Jews out of Nazi Germany during World War II. She was converted to a private yacht during the 1970's. Fridhem replaced the Barba Negra as the sail training ship of the Spirit of Savannah Foundation in May 1998.

The foundation operates a multi-level training program. Any young person aged

onboard. Programs vary in length from days to months. The foundation also operates an accredited academic program in grades 7 through 12 for the members of *Fridhem's* core crew, all of whom live, work, and learn onboard the ship. In a cooperative venture, members of *Fridhem's* training crew also serve one week every month as part of the regular crew of the *Bounty*. The core crew of *Fridhem* is also the core of *Bounty's* winter youth program.

Flag:

USA.

Rig:

Brigantine.

Home port/waters:

Savannah, GA: Southeast US.

Who sails?

Middle school through college students.

Cost:

\$150 per person per month.

Program type:

Sail training for volunteer crew or trainees. Fully accredited sea education in marine science, maritime history, and ecology. Academic program grades 7-12.

Dockside interpretation during port visits.

Specifications:

Sparred length: 89'

Draft: 12'

Sail area: 2,800 sq. ft.

LOD: 60' LOA: 62' LWL: 58' Beam: 22' Rig height: 82' Freeboard: 3' 6" Tons: 97 GRT Power: diesel Hull: wood/Seaflex

1932; Sweden.

Coast Guard

certification:

Uninspected Vessel.

Crew:

Built:

10. Trainees: 20 (day sails), 10 (overnight).

Contact:

Captain F.J. Schwindler,

Captain 1.j. Schwindier,

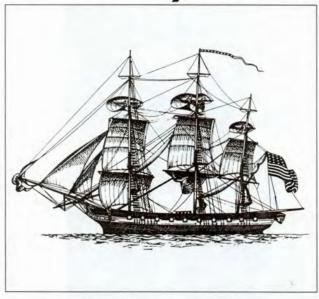
The Brigantine Fridhem of the Spirit of Savannah Foundation,

PO Box 2682, Savannah, GA 31402-2682, 912-234-3117; FAX 912-232-7847.

E-mail:

CaptainFJS@aol.com

Friendship (Work in Progress)



riendship, a full-size replica of a Salem East

Indiaman built for the National Park Service and berthed at Salem Maritime National Historic Site in Salem,

Massachusetts, was launched in August, 1998. Although she represents a specific vessel built in Salem in 1797, she is typical of a class of commercial carriers commonly employed in both the East India and transatlantic trades during the early years of the new American republic.

Friendship's historic predecessor is credited with 15 voyages to the Far East, South America, the Mediterranean, and northern Europe. She had the misfortune of being taken as a prize of war by the Royal Navy on a return voyage from Archangel, Russia, in 1812. Sold by the British government in 1813, her ultimate fate has never been determined.

Currently under construction, Friendship is not expected to be accessible to the public until mid-2000. Interpretation and sailing programs will be developed jointly by the National Park Service and the Friends of Friendship during the next two years. Outfitting and rigging activities may be viewed from the adjacent wharves.

Flag:

USA.

Rig:

Full-rigged ship.

Home port/waters:

Salem, Massachusetts.

Specifications:

Sparred length: 171'

LOD: 104'

LOA: 116'

Draft: 11' 3" Beam: 30'

Tons: 99 GRT Power: Twin 300 hp diesels

Sail area: 9,409 sq. ft.

LWL: 99'

Rig height: 112' Freeboard: 10'

Designer: Built:

Bay Marine, Inc., Barrington, RI. 1998; Port of Albany, NY, Scarano Boatbuilding, Inc.

Contact:

Peter LaChapelle, Chief of Visitor Services, Salem Maritime National Historic Site,

174 Derby Street, Salem, MA 01970; 978-740-1680; FAX 978-740-1685.

Fyrdraca



vrdraca is a replica of a small 9thcentury Viking warship, based on a find from the German island of Rugen in the Baltic Sea. The Longship Company seeks to rediscover the lost art of Viking sailing and navigation. To that end, the Fyrdraca sails twice a month from April through November with a volunteer crew.

The Fyrdraca appears at waterfront and cultural festivals in the Chesapeake Bay area, and participates in historical demonstrations in concert with the Markland Medieval Mercenary Militias Viking camps.

The Fyrdraca and her consort, the Gyrfalcon, are both owned and operated by the Longship Company, Ltd., a member-supported nonprofit educational organization.

USA. Flag:

Viking longship. Rig:

Home port/waters: Oakley, MD: Potomac River and Chesapeake Bay. Who sails? School groups from elementary school through college

as well as individuals of all ages.

Season: March to November.

Sail training for volunteer crew and apprentices. Sea education in maritime history Program type: based on informal in-house programming. Non-paying passengers for day sails.

Dockside interpretation during port visits. Draft: 2' Specifications:

Sail area: 240 sq. ft. Sparred length: 34' LOA: 32' Beam: 9' 2" Tons: 3 GRT LWL: 29' Hull: wood Rig height: 25'

Freeboard: 2' 6"

Traditional Norse design. Designer:

Built: 1979; Keyport, NJ, Hans Pederson & Sons.

Coast Guard

certification: Uninspected Vessel

Crew: 18 (day); 10 (overnight). Trainees: 4-12. Age: 14+. Dockside visitors: 24.

Bruce E. Blackistone, Registered Agent, Longship Company, Ltd., Contact:

21924 Oakley Road, Avenue, MD 20609; 301-390-4089.

E-mail: longshipco@hotmail.com

Web site: http://www.wam.umd.edu/~eowyn/Longship Gazela of Philadelphia

(Former name Gazela Primeiro).

The Gazela of Philadelphia is the oldest wooden square-rigged sailing vessel still in operation. Gazela of Philadelphia was built as a Grand Banks fishing vessel, one of many Portuguese ships that fished for

cod there for hundreds of years. She is currently owned and operated by the Philadelphia Ship Preservation Guild, a private, nonprofit organization, and sails as a goodwill ambassador for the City of Philadelphia, the Commonwealth of Pennsylvania, and the Ports of Philadelphia and Camden (New Jersey) at significant events worldwide. *Gazela of Philadelphia* is open to the public on weekends when at Penn's Landing, from



May 15 to September 15.

She is maintained and sailed by a very active and knowledgeable volunteer group who participate in sail training activities throughout the year. After 25 hours of work on the vessel, a volunteer is eligible for a crew position on the next available cruise. An educational grant permits the teaching of young people 16 years and older, many of whom become volunteer crew.

Flag: USA.

Rig: Barquentine, 3-masted.

Home port/waters: Penn's Landing, Philadelphia, PA: Delaware River and Atlantic coast.

Who sails? Volunteers who support the maintenance of the ship. Dockside visitors

include school groups from elementary school through college,

as well as individuals and families.

Program type: Sail training for crew and apprentices. Sea education based on informal,

in-house programming. Dockside interpretation during outport visits.

Specifications: Sparred length: 178' Draft: 16' Sail area: 8,910 sq. ft.

LOD: 140' Beam: 27' 9" Tons: 299 GRT LOA: 150' Rig height: 100' Power; diesel LWL: 133' Hull: wood

Built: 1883; Cacilhas, Portugal.

Coast Guard

certification: Attraction vessel and Uninspected Vessel.

Crew: 35 (volunteer). Age: 18-72. Sex: coed. Dockside visitors: 135.

Contact: Karen H. Love, Executive Vice President, Philadelphia Ship Preservation Guild, Pier 36 South, 801 S. Columbus Blvd., 2nd floor, Philadelphia, PA 19147-4306;

215-218-0110; FAX 215-923-9202.

E-mail: gazela@usa.net

Web site: http://www.gazela.org

Geronimo



Yeronimo makes three six-to-eight day **J**trips during the school year, carrying students from St. George's School. Marine biology and English are taught on board, and the students continue their other courses by correspondence with the faculty at St. George's. Students receive full academic credit for their time on board. The winter cruises usually include operations along the eastern seaboard and in the waters of the Bahamas and northern Caribbean.

Geronimo's primary marine biology research has always included tagging sharks and collecting biological samples for the Apex Predator Investigation of the National Marine

Fisheries Service. Geronimo also tags sea turtles in cooperation with the Center for Sea Turtle Research of the University of Florida.

In the summer, Geronimo makes two four-week cruises, usually to the waters south of New England and around Bermuda. Each summer cruise includes a series of lectures on marine biology and fisheries management.

Tons: 53 GRT

USA. Flag: Rig: Sloop.

Home port/waters: Newport, RI: North Atlantic and Caribbean. Who sails? Enrolled students at St. George's School.

Season: Year-round.

Cost: Regular school tuition (winter); inquire for summer 1999 cruise.

Program type: Full curriculum academics, marine biology, and environmental studies for high

school students.

Specifications: Sparred length: 69' 8" Draft: 6' 8"(up), 13' 5"(down) Sail area: 2,091 sq. ft.

LOD: 68' Beam: 18' 7" LOA: 69' 8" Rig height: 85' 6"

Power: diesel LWL: 53' 11" Freeboard: 5' Hull: fiberglass

Designer: Ted Hood Design Group.

Built: 1998; Portsmouth, RI, New England Boatworks.

Coast Guard

certification: Sailing School Vessel (Subchapter R).

Crew: 2. Trainees: 8. Age: 10th-12th grade students. Sex: coed. Contact: Captain Stephen Connett, St. George's School,

372 Purgatory Road, PO Box 1910, Newport, RI 02840;

401-847-7565; FAX 401-842-6696.

Web site: http://www.stgeorges.edu

Gleam



he eleventh 12-meter vessel built for the United States, Gleam is beautifully restored and has her original pre-World War II interior. She has been painstakingly maintained by the same owner for 24 years. Together with her near sister ship Northern Light, Gleam offers a unique team-building program

called "Your Own America's Cup Regatta." Each boat accommodates 13 guests plus 3 crew members. No previous sailing experience is necessary to participate. Group and corporate outings are available in Newport, Rhode Island, and other New England ports.

Flag: Rig:

USA. Sloop.

Home port/waters:

Newport, RI: Narragansett Bay.

Who sails? Program type: Corporations who charter the vessel for team building and client entertaining.

Sail training with paying trainees. Passenger day sails.

Specifications:

Sparred length: 67' 11"

Sail area: 1,900 sq. ft.

LOD: 67' 11"

Beam: 12'

Tons: 30 GRT

LOA: 67' 11" LWL: 46' 11"

Rig height: 90' Freeboard: 3'

Draft: 9'

Power: diesel Hull: wood

Designer:

Contact:

Clinton Crane and Olin Stephens.

Built: 1937; City Island, NY, Henry Nevins.

Coast Guard

Passenger Vessel (Subchapter T).

certification: Crew:

3. Trainees: 14.

Elizabeth Tiedemann, Director of Sales & Marketing, Seascope Systems, Inc.,

PO Box 119, 103 Ruggles Ave., Newport, RI 02840;

401-847-5007, FAX 401-849-6140.

Glenn L. Swetman



The Glenn L. Swetman is the first of two replica Biloxi oyster schooners built by the Biloxi Schooner Project under the auspices of the Maritime and Seafood Industry Museum. The Glenn L. Swetman is available for charter trips in the Mississippi Sound and to the barrier

islands, Cat Island, Horn Island, and Ship Island. Walk-up day sailing trips are made when she is not under charter. Groups can learn about the maritime and seafood heritage of the Gulf Coast and about the vessels that began Biloxi's seafood industry. The Glenn L. Swetman is an integral part of the museum's Sea and Sail Summer Camp, and sailing classes are also offered through local colleges. Glenn L. Swetman also accommodates weddings, parties, and Elderhostel and

school groups.

Money for construction and equipping the *Glenn L. Swetman* and her sister ship, *Mike Sekul*, has come from donations by interested individuals, businesses, civic groups, and a variety of museum-sponsored fundraising events.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.
Home port/waters: Biloxi, MS: coastwise Gulf of Mexico.

Who sails? Affiliated institutions include William Carey College and

University of Southern Mississippi.

Season: Year-round.

Cost: \$15 per adult or \$10 per child (2-1/2 hours). \$750 per day, group rate; \$500 for 1/2 day.

Program type: Maritime history for college students and adults, children's summer camp, and private

charters.

Specifications: Sparred length: 76' Draft: 4' 6" Sail area: 2,400 sq. ft.

LOD: 50' Beam: 17' Tons: 21 GRT LOA: 65' Freeboard: 4' 6" Power: 4-71 Detroit diesel

LWL: 47'

Built: 1989; Biloxi, MS. William T. Holland.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 49 (day). Age: 15+. Sex: coed. Dockside visitors: 49.
Contact: Robin Krohn, Manager, Maritime and Seafood Industry Museum, Inc.,

PO Box 1907, Biloxi, MS 39533; 228-435-6320; FAX 228-435-6309.

Web site: http://www.maritimemuseum.org

Governor Stone



The Governor Stone was built for Charles Greiner in Pascagoula, Mississippi, in 1877 as a cargo freighter and named

for John Marshall Stone, the first elected Governor of Mississippi after the Civil War. This gaff-rigged, shallow draft schooner represents a class of sailing vessels unique to the Gulf Coast and is the oldest vessel of the American south afloat. Possibly the last of her type, the Governor Stone has seen service from an

oyster buy-boat to yacht club committee boat to pleasure craft. The vessel has been declared a National Historic Landmark by the National Park Service.

Governor Stone sails year-round. Sailing times vary. Reservations are suggested and can be obtained by calling the Apalachicola Maritime Museum.

Flag:

USA.

Rig:

Gaff schooner, 2-masted.

Home port/waters:

Apalachicola, FL: Gulf of Mexico, upper coast.

Who sails?

School groups from elementary school through college as well as individuals and families. Affiliated institutions include Gulf Coast

Community College, Panama City, FL.

Season:

Year-round.

Cost:

\$20 per person per day; \$900 group rate; \$450 half day.

Overnight trips by special arrangements.

Program type:

Sea education in marine science, maritime history, and ecology based on informal in-house programming, with special attention given to at-risk students.

Passenger day sails and overnight passages. Dockside interpretation.

Specifications:

Sparred length: 68'

Draft: 2' 6" Beam: 13' 6" Sail area: 1,400 sq. ft. Tons: 12 GRT

LOA

LOD: 42' LOA: 44'

Rig height: 52' Freeboard: 5' Power: 80 hp diesel Hull: wood

LWL: 38'

1877; Pascagoula, MS.

Built:

Coast Guard

certification:

n: Passer

Passenger Vessel (Subchapter T).

Crew:

3; 1 instructor. Trainees: 6. Age: 10+. Sex: coed.

Contact:

Joe Terrell, Assistant Administrator, Apalachicola Maritime Museum, Inc., 268 Water Street, PO Box 625, Apalachicola, FL 32329-0625; 850-653-8700.

Gyrfalcon



The *Gyrfalcon* is a full-scale replica of the faering buried with the Gokstad ship in Norway in the 9th century. She was built by the Hampton Mariner's Museum in Beaufort North Carolina under the direction of Geoffrey Scofield. The

Gyrfalcon and her consort, the Fyrdraca, are both owned and operated by The Longship Company, Ltd., a member-supported, nonprofit educational organization.

The *Gyrfalcon* is often seen at cultural, water, community, and boat festivals, historic reenactment events, and school demonstrations. She appears at demonstrations with the Markland Medieval Mercenary Militia's Viking camps, where the public enjoys the spectacle of crews dressed in historic costume and ar-

mor, offering historical interpretation.

As an enticement to school children and adults to discover more about the early medieval period, the *Gyrfalcon* often spends off-season time on display at area schools and libraries.

Flag: USA.

Rig: Viking faering boat.

Home port/waters: Avenue, MD: East Coast and Chesapeake Bay.

Season: March to November.

Who sails? School groups from elementary school through college

as well as individuals of all ages.

Season: March to November.

Program type: Sail training for crew and apprentices. Sea education in maritime history as well as

informal in-house programming. Dockside interpretation at outport visits.

Specifications: Sparred length: 21' Draft: 1' Sail area: 80 sq. ft.

LOA: 21' Beam: 5' Tons: 200 lb. Freeboard: 1' Rig height: 10' Hull: wood

Built: 1981; Beaufort, NC, Beaufort Mariners Museum.

Coast Guard

certification: Uninspected Vessel.

Crew: 4. Trainees: 1-3. Age: 14+. Sex: coed.

Contact: Bruce E. Blackistone, Registered Agent, Longship Company, Ltd.,

21924 Oakley Road, Avenue, MD 20609; 301-390-4089.

E-mail: longshipco@hotmail.com

Web site: http://www.wam.umd.edu/~eowyn/Longship

Half Moon (Halve Maen)

The replica ship Half Moon (Halve . Maen) was launched on June 20, 1989, to draw attention to the exploration and colonization of the mid-Atlantic states. The 1609 voyage of the original Halve Maen, under the command of Henry Hudson, led to the first European settlements by the Dutch in what are now the states of New York, New Jersey, Connecticut, Delaware, and Pennsylvania. In 1614, the Dutch named the area "Nieu Nederlandt."

Since her launch, the replica Half Moon has visited over 40 ports along the eastern seaboard and the Great Lakes. She has been boarded by over 100,000 visitors and participated in port festivals and a yearly New Netherland Festival. The Half Moon is featured in the 1994 Walt Disney movie, Squanto: An Indian Warrior's Tale.

The ship's design is based on original Dutch East India Company documents, including the resolution of 1608 ordering the original ship's construction and *Juet's* Journal. Hudson sailed the Halve Maen up the Hudson River as far as present-day Albany in 1609.



They offer the public both an active sail training program and instruction on the history of New Netherland. Thus, the crew is trained in both historical presentation and ship handling.

USA. Flag:

Full-rigged ship. Rig:

Home port/waters: Croton-on-Hudson, NY: East Coast and Great Lakes.

Who sails? School groups from elementary school through high school, individuals and adults. Program type:

Sail training and maritime history based on informal in-house programming.

Dockside interpretation.

Specifications: Sparred length: 95'

Draft: 8' 5" LOD: 64'3' LOA: 65' LWL: 84'

Beam: 17'6" Tons: 112 GRT Power: diesel Rig height: 78' Freeboard: 10'5" Hull: wood

Sail area: 2,757 sq. ft.

Designer: Nick Benton.

Built: 1989; Albany, NY, Nick Benton.

Coast Guard

certification: Attraction Vessel.

7-12 (day), 8-15 (overnight). Dockside visitors: 48. Crew: Contact:

Dr. Andrew Hendricks, Chairman, New Netherland Museum,

103 Rosewood Drive, Lumberton, NC 28358; 910-738-7154; FAX 910-738-4455,

or: New Netherland Museum, 181 South Riverside Ave.,

Croton-on-Hudson, NY 10520; 914-413-9924.

Web site: http://www.newnetherland.org

Harvey Gamage



The schooner *Harvey Gamage* offers an array of sea education programs, ranging from high school semesters-at-sea to special programs performed in partnership with schools and youth groups. All programs use the power of the sea and the challenge of traditional seafaring as the basis for the shipboard educational curriculum taught onboard.

Ocean Classroom, our high school semester-at-sea, is a true voyage of discovery for qualified sophomores, juniors, and seniors. Young people come from all over the US to join the ship for this outstanding learning adventure. On a voyage that covers more than 4,000 nautical miles, connecting the Caribbean Sea to the shores of New England, these students live and work as sailors while studying maritime history, literature, science, applied mathematics, writing, and navigation. Ocean Classroom was awarded the 1998 Sea Education Program of the Year by ASTA.

In the summer of 2000, the *Harvey* Gamage will introduce her first summer term of Ocean Classroom, as she sails in company with the fleet of international tall ships.

Other summer programs include Seafaring Camp, for teens 13-17, and the Mariners program for high school and college students.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Boston, MA: New England to the Caribbean.

School groups from middle school through college, as well as individuals and families. Who sails?

Season: Year-round.

Cost: Varies with program.

Sail training with paying trainees. Fully accredited sea education in marine science, Program type:

maritime history, and ecology. Passengers carried for day sails. Dockside interpretation.

Sparred length: 131' Specifications:

Draft: 9' 7" Sail area: 4,200 sq. ft. LOD: 90' Beam: 23' 7" Tons: 94 GRT LOA: 95' Rig height: 91' Power: 220 hp diesel

LWL: 85' Hull: wood

Designer: McCurdy & Rhodes.

Built: 1973; South Bristol, ME, Harvey Gamage Shipyard.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 8. Instructors: 1-3. Trainees: 69 (day); 27 (overnight). Age: all. Sex: coed.

Dockside visitors: 75.

Bert Rogers, Director, Schooner Harvey Gamage Foundation, Inc., Contact:

PO Box 446, Cornwall, NY 12518; 914-534-3881; FAX 914-534-3798.

Web site: http://www.sailgamage.org

Hawaiian Chieftain

The *Hawaiian Chieftain* is a 103-foot square topsail ketch. A replica of an 18th century European trading vessel, she was built in Hawaii in 1988. She is a contemporary interpretation of traditional design and is an excellent classroom for the teaching of traditional sailing skills.

A hands-on history program, "Voyages of Discovery," teaches 4th and 5th grade students about the exploration of the West Coast during the 1790's. A week-long day camp is offered for ages 9 to 12 years. A longboat program is planned for at-risk youth utilizing a

23-foot Royal Navy launch and two 25foot pinkies. For the past three winters Hawaiian Chieftain has toured Californian ports in company with the Lady Washington, providing "Voyages of Discovery" and dockside educational programs.

The Hawaiian Chieftain coordinates



PHOTO BY BENSON LEE

with many organizations to develop selfesteem for youth in a challenging environment. The Hawaiian Chieftain also offers sail training and team-building for adults, private charters, natural history cruises, and naval battle reenactments with visiting vessels.

Flag: USA.

Rig: Square topsail ketch.

Sausalito, CA: San Francisco Bay (summer); southern California coast (winter). Home port/waters:

Who sails? School groups from elementary through college as well as individual and families of all ages. Affiliated institutions include National Maritime Museum Association and

the Orange County Marine Institution.

Season: Year-round.

Cost: \$35 to \$100 per person per day; \$1,050-\$2,400 group rate.

Program type: Sail training for paying trainees. Sea education in maritime history in cooperation with ac-

credited schools and colleges. Passenger day sails. Dockside interpretation during port visits.

Draft: 6' Sail area: 4,200 sq. ft. Specifications: Sparred length: 103' LOD: 65 Beam: 22' Tons: 64 GRT

LOA: 78' Rig height: 75' Power: twin Volvo diesels LWL: 62' Freeboard: 3' Hull: steel

Designer: Raymond R. Richards.

Built: 1988; Lahaina, Maui, HI, Lahaina Welding Co.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 8. Trainees: 47. Age: all. Sex: coed. Dockside visitors: 60.

Contact: Captain Ian McIntyre, Hawaiian Chieftain Inc.,

Suite #266, 3020 Bridgeway, Sausalito, CA 94965; 415-331-3214; FAX 415-331-9415.

E-mail: tallship@best.com

Web site: http://www.hawaiianchieftain.com

Heritage



he beautiful varnished-hulled Heri-L tage was built in 1970, the last year of the wooden twelve-meters. Designed, built, and sailed by Charlie Morgan, her tank tests showed her to be a technological breakthrough. However, by the end of the summer's racing, the redesigned Intrepid

won the right to defend the Cup.

Heritage avenged her earlier defeat to Intrepid when they met on the Great Lakes in the 1980s. There she dominated the Great Lakes racing circuit, scoring multiple wins in the Chicago to Mackinac, Port Huron to Mackinac, Trans-Superior, and Queen's Cup races. In 1988 she sailed from the Lakes to California and in

1991 returned to New England. She is now part of the America's Cup Charters twelve-meter fleet in Newport, RI. Heritage is available for charter in New England and New York and is a perfect platform for family outings and corporate entertaining or team building.

USA. Flag: Sloop. Rig:

Home port/waters: Newport, RI: New England and Chesapeake Bay

Who sails? Individuals of all ages.

\$1,700 group rate per day, \$50 per person evening sail. Cost:

Sail training for volunteer or paying trainees. Sea education based Program type:

on informal in-house programming. Passenger day sails.

LOD: 65' Draft: 10' Sail area: 1,700 sq. ft. Specifications:

LOA: 65' Beam: 13' Power: diesel Hull: wood LWL: 48' Rig height: 90'

Designer: Charles Morgan

Built: 1970; Clearwater, FL, Morgan Custom Yachts. Coast Guard

certification:

Passenger Vessel (Subchapter T). Crew: 3. Trainees: 14.

Contact: George Hill, President, America's Cup Charters,

PO Box 51, Newport, RI 02840; 401-849-5868; FAX 401-849-3098

Heritage of Miami ll

he Heritage of Miami II is an 83-foot square topsail schooner that is modern in materials and construction but traditional in style. Built specifically for crossing wide expanses of open water, she has a wide, spacious deck that provides ample room for working the sails, lounging in the sun, and sleeping in the evening. Her shoal draft makes even small islands accessible while her long bowsprit, topmasts, and yards allow extra sails for speed between them.

Heritage of Miami II's travels take her to Garden Key and the famous Fort Jefferson in the Dry Tortugas, the coral reefs of the Florida Keys, and Key West. Sea Explorer cruises last for six days and five nights. Her professional captain and



crew help the Explorers experience the life of the sea: setting and furling sails, manning the helm, and even catching, cleaning, and cooking fish. The program offers a unique opportunity to explore a part of the Florida Keys while enjoying a hands-on sailing experience.

USA. Flag:

Rig: Square topsail schooner, 2-masted.

Home port/waters: Miami, FL: Biscayne Bay, Florida Keys, Gulf of Mexico.

Who sails? School groups from elementary school through college as well as individuals.

Affiliated institutions include Dade County Schools, Broward County Schools, area

private schools, and the Boy Scouts of America.

Season:

Cost: \$75 per person per day; \$1,000 group rate.

Program type: Sail training for crew, apprentices, and paying trainees. Sea education in maritime history and ecology in cooperation with accredited schools and colleges and other

organized groups. Passenger day sails and overnight passages. Dockside interpretation.

Specifications: Sparred length: 85' LOD: 65

Draft: 6' Sail area: 2,200 sq. ft. Beam: 17' 9" Tons: 47 GRT

Rig height: 64' Power: Ford Lehman 140 hp diesel LWL: 62' Freeboard: 8' Hull: steel

Merritt Walters. Designer:

Built: 1988; Norfolk, VA, Howdy Bailey.

LOA: 68'

Coast Guard

certification: Passenger Vessel (Subchapter T).

Contact: Captain Joseph A. Maggio, The Schooner Heritage of Miami, Inc.,

3145 Virginia St., Coconut Grove, FL 33133; 305-442-9697; FAX 305-442-0119.

E-mail: heritage2@mindspring.com Web site: http://www.schooners.com/cruise

Hewitt R. Jackson



n May 12, 1792 Captain Robert Gray sailed his ship, Columbia Rediviva, over the bar of the "Great River of the West" and named it Columbia's River in honor of his ship. Robert Gray never would have entered that river had it not been for the information he received from the first American vessel to enter the river, Columbia's longboat.

Unnamed and unheralded, ship's boats were the workhorses of the 16th to 19th

century. Powered by either oars or sails, these versatile seaworthy craft carried all manner of cargo from ship to shore and back again.

Grays Harbor Historical Seaport Authority built two 18thcentury ship's longboat reproductions in 1993. The design for the Seaport longboats was painstakingly researched by noted maritime historian and artist Hewitt R. Jackson, who worked closely with naval architect Stuart Hoagland and Seaport Director Les Bolton to

ensure both historical accuracy and the meeting of specific program needs.

Powered by ten oars or up to a 3masted dipping lugsail rig, these versatile vessels are ideal for exploring the protected inland waterways of Washington. Programs are customized to the needs and interests of specific groups. Half-day, full-day, and week-long programs are available to organized groups as well as to individuals.

Flag:

Rig:

Dipping lug.

Home port/waters:

Aberdeen, WA: Western Washington, Grays Harbor, WA

Who sails?

School groups from middle school through college, individuals under 25.

Program type:

Sail training for volunteer and paying trainees. Sea education in marine science, maritime history, ecology, and team building in cooperation with accredited institutions and as part

of informal in-house programming. Passenger day sails, dockside interpretation.

Cost:

\$95 per person per day, \$600 group rate per day. Residential programs,

\$55 per person per day (5day minimum).

Specifications:

Sparred length: 36'

Draft: 20"

Sail area: 310 sq. ft.

LOD: 25'

Beam: 7'

1993; Aberdeen, WA, Grays Harbor Seaport Authority.

Tons: 3,800 lbs. displacement

LOA: 26'

Rig height: 16'

Hull: wood

LWL: 26'

Freeboard: 20"

Designer:

Stuart Hoagsland/Hewitt Jackson.

Coast Guard

certification:

Sailing School Vessel (SubchapterR).

Crew:

Built:

2. Trainees: 8-13.

Contact:

Captain Les Bolton, Executive Director, Grays Harbor Seaport Authority, PO Box 2019, Aberdeen, WA 98520; 360-532-8611; FAX 360-533-9384.

Imagine...!

The 76-foot schooner Imagine...! was built and put into service in 1997 to provide high quality leadership and team performance training programs to corporate executives and managers. Using 2-5 day cruises, clients are challenged with a variety of "dock to destination" exercises, where their success is contingent upon operating individually as effective leaders and collectively as

an efficient team. Ultimately the participants are expected to master the skills necessary to safely operate the vessel from point to point, using one another as resources. Facilitated debriefing sessions by professional corporate trainers transfer the experience from the "boat to the boardroom."

Imagine...! also operates educational sails for school groups, adjudicated youth, special needs students, and other young



people. These programs provide a wide spectrum of learning experiences, ranging from pure science-based curriculum to a full-fledged sail training offering. Cruises range from several hours to several days in duration.

Imagine...! operates primarily in the Baltimore-Annapolis, MD area, but throughout a March-November season travels as far north as Philadelphia, PA and as far south as Norfolk, VA.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Annapolis, MD: Chesapeake Bay, eastern US. Who sails? School groups, individuals, and corporate groups.

Program type: Sail training for paying trainees. Corporate team building.

Specifications: LOD: 65' Draft: 7' 9" Sail area: 1,9

LOD: 65' Draft: 7' 9" Sail area: 1,900 sq. ft. LOA: 76' Beam: 16' Power: twin Volvo 50 hp diesels

LWL: 55' Hull: cedar

Built: 1997; Port Albany, NY, Scarano Boat Building.

Coast Guard

certification: Uninspected Vessel.

Contact: Captain Michael Bagley, Imagine Yacht, LLC, PO Box 1469, Annapolis, MD 21404; 888-252-6639; FAX 410-626-1895.

E-mail: captimagin@aol.com

Web site: http://www.schoonerimagine.com

Inland Seas



he Inland Seas Education Association's schooner Inland Seas was launched in 1994 to be a hands-on

laboratory for students to learn about the Great Lakes. The schooner is steel hulled with detailing similar to traditional tall ships. The vessel is equipped with scientific gear for studying the Great Lakes ecosystem. ISEA's popular Schoolship Program, which began in 1989, offers half-day Great Lakes education opportunities for students aboard Inland Seas and chartered schooners Malabar and Manitou. A variety of summer shipboard programs are offered for students and adults aboard Inland Seas, all of which foster

an appreciation for and a commitment to the natural and cultural heritage of the Great Lakes.

Flag:

Gaff schooner, 2-masted. Rig:

Home port/waters: Suttons Bay, MI: Grand Traverse Bay, Lake Michigan.

Who sails? Schools groups and individuals of all ages. Affiliated institutions include the

Great Lakes Maritime Academy and Eastern Michigan University.

Season: Spring and summer.

Sail training for volunteer and paying trainees. Sea education in marine science, Program type: maritime history, and ecology for students from elementary school through college,

adults, and at-risk-youth. Dockside interpretation during port visits.

Specifications: Sparred length: 77' Draft: 7' Sail area: 1,800 sq. ft. LOD: 61' 6" Beam: 17 Tons: 41 GRT LWL: 53' Rig height: 66' Power: 130 hp

Freeboard: 4' Hull: steel Designer: Charles W. Wittholz, Woodin & Marean.

Built: 1994; Palm Coast, FL, Treworgy Yachts.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 5. Trainees: 30 (day), 11 (overnight). Age: 11+. Sex: coed.

Thomas M. Kelly, Executive Director, Inland Seas Education Association, Contact: PO Box 218, Suttons Bay, MI 49682; 616-271-3077; FAX 616-271-3088.

E-mail: isea@traverse.com

Web site: http://www.schoolship.org

Intrepid

The incomparable two-time America's Cup winner Intrepid is close to the hearts of all sailors. Designed by Sparkman and Stephens and built by Minneford's in City Island, NY in 1967, Intrepid represents a tremendous breakthrough in twelve-meter design. She was the first twelve to separate the rudder from the keel, include a "bustle" or "kicker" and use a trim tab. Intrepid's underbody type, with relatively minor refinements, was used on every subsequent Cup boat until Australia II's winged keel of 1983.

After 29 years of hard sailing she has been rebuilt to "as new" condition. America's Cup Charters' George Hill and Herb Marshal worked with Sparkman and Stephens, Brewer's Cove Haven Marina, and master shipwright Louis



Sauzedde to restore this landmark yacht. *Intrepid* proudly joins the twelve-meter fleet at America's Cup Charters, offering leisure sails, racing, and corporate team building charters from any port between Maine and the Chesapeake.

Power: diesel

Flag: USA.

Rig: Sloop.

Home port/waters: Newport, RI: New England and Chesapeake Bay.

Who sails? Individuals of all ages.

Cost: \$1700 group rate per day. \$50 per person for evening sails.

Program type: Sail training for volunteer or paying trainees. Sea education based

on informal in-house programming. Passenger day sails.

Specifications: Sparred length: 69' Draft: 9' Sail area: 1,850 sq. ft.
LOD: 69' Beam: 12' Tons: 28 GRT

LOD: 69' Beam: 12'
LOA: 69' Rig height: 90'
LWL: 66' Hull: wood

Designer: Sparkman and Stephens.

Built: 1967; City Island, NY, Minneford.

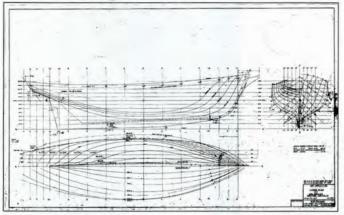
Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 12.

Contact: George Hill, President, America's Cup Charters, PO Box 51, Newport, RI 02840; 401-849-5868; FAX 401-849-3098.

Trving Johnson (Work in Progress)



The Los Angeles Maritime Institute is building two 90-foot brigantines to be named *Irving Johnson* and *Exy Johnson* in honor of the Johnsons and their life-long commitments to character-building sail training.

Irving McClure Johnson began training for a sailor's life as a teenager. In 1929 he sailed around Cape Horn on the 4-masted barque *Peking*, a voyage he documented in a film entitled "Around"

Cape Horn."

Captain Johnson met Electa on his next voyage aboard the *Wandering Bird*. The Johnsons sailed around the world seven times in three different *Yankees*, sharing their skill and knowledge of the sea with a hand-picked crew generally composed of four young women, 16 young men, a doctor, a cook,

and a mate.

Construction will take place at the Los Angeles Maritime Museum in John Gibson Park, San Pedro. The brigantine design is based on one from the 1930s that has been adapted by W.I.B. Crealock to meet Coast Guard and pro-

gram requirements.

The shipyard will be visitor friendly, set up as a living history exhibit of the museum. Construction will be carried out by professional, paid shipwrights working with trained volunteers. Funding for the project will come from private donations, corporate sponsorships, and foundation grants.

Flag: Rig: USA.

Home port/waters:

Brigantine.

Who sails?

Los Angeles, CA: Southern California and offshore islands. Referred youth-at-risk and groups catering to students and adults.

Season:

Year-round.

Cost:

Based on ability to pay.

Program type: Specifications: Educational sailing adventures for youth and adult groups.

Sparred length: 110' 8" LOA: 90' LWL: 72' 6" Draft: 11' Beam: 21' 9" Rig height: 87' 8" Sail area: 4,540 sq. ft. Tons: 99 GRT

Power: diesel

Coast Guard

Contact:

certification:

Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T). Captain Jim Gladson, President, Los Angeles Maritime Institute,

Berth 84 Foot of Sixth Street, San Pedro, CA 90731;

310-833-6055; FAX 310-548-2055.

Isabelle



Isabelle is a classic yacht built and designed in 1924 by the renowned William Fife. Her construction is teak over sawn-oak frames. Isabelle is a beautiful reminder of the glamour and romance of the "Golden Age" of yachting.

Since 1978 *Isabelle* has been owned and operated as a day and term charter vessel out of Newport, RI. Her crew in-

cludes a master and two deckhands who are fully involved in the maintenance and upkeep of this classic vessel. *Isabelle* is available for port and maritime festivals throughout Southern New England.

Flag: USA. Rig: Ketch.

Designer:

Home port/waters: Newport, RI: Southern New England.

Who sails? Adults and families.

Cost: \$1,400 per day at group rate.

Program type: Sail training for crew and apprentices.

Sea education in marine science as informal in-house programming. Passenger day sails and dockside interpretation during port visits.

Passenger day sails and dockside interpretation during port visits.

Specifications: Sparred length: 83' Draft: 10' 5" Sail area:

Sparred length: 83' Draft: 10' 5" Sail area: 3,000 sq. ft.
LOD: 83' Beam: 18' Tons: 96 GRT
LOA: 83' Rig height: 105' Hull: wood

LWL: 65' Freeboard: 4'
William Fife & Sons.

Built: 1924; Scotland, William Fife.

Coast Guard

certification: Passenger Vessel (Subchapter T).
Crew: 3 days, 6 overnight. Trainees: 25 days, 8 overnight.

Contact: Captain Steve Vaitses, Katama Yachts, Inc., 119 Grove Street, Clinton, CT 06413; 860-669-5921; FAX 860-669-6143.

John &. Pfriem



The *John E. Pfriem* is a classic Chesapeake Bay bugeye ketch design built in Gloucester, Massachusetts in 1964.

She operates as a marine environmental education vessel sailing the waters of Long Island Sound from April through November.

Flag: USA.

Rig: Chesapeake Bay bugeye ketch.

Home port/waters: Bridgeport, CT: Long Island Sound.

Who sails? Affiliated institutions include the University of Bridgeport,

Housatonic Community College, and seven Connecticut school districts.

Season: April to November.

Program type: Sail training for crew and apprentices. Sea education in marine science and ecology

in cooperation with accredited institutions. Dockside interpretation.

Specifications: Sparred length: 65' Draft: 3' Sail area: 1,200 sq. ft.

LOA: 55' Beam: 14' 6" Tons: 14 GRT LWL: 47' Rig height: 49' Hull: wood Freeboard: 2' 6"

Designer: Russell Grinnell.

Built: 1964; Gloucester, MA, Russell Grinnell.

Coast Guard

certification: Research Vessel (Subchapter U).

Crew: 2-3. Trainees: 22. Age: 5+. Sex: coed. Dockside visitors: 25.

Contact: Dr. Edwin Merritt, Executive Director,

The Aquaculture Foundation, c/o Trumbull Public Schools, 6254 Main Street, Trumbull, CT 06611; 203-261-3801.

Jolie Brise



Dauntsey's School Sailing Club was established in the mid-1970's by the boys and girls at Dauntsey's School. The Sailing Club operates *Jolie Brise*, a 1913 Le Havre Pilot Cutter in conjunction with the Exeter Maritime Museum. *Jolie Brise* be-

came famous in 1925 when she won the first ever Fastnet Race. She again won the Fastnet Race in 1929 and 1930. In 1932 she rescued thirty crew from the American yacht *Adriana*, which had caught fire during the Bermuda Race, earning her the Blue Water Medal. *Jolie Brise* was also the last vessel to carry the Royal Mail under sail.

Jolie Brise sails with up to ten trainees, aged 13 and up, throughout northern

Europe, with a different program each summer. In the year 2000 she will be coming to Bermuda, Boston, and Halifax as part of Tall Ships 2000®, then back across to Amsterdam. *Jolie Brise* is available for charter for both corporate outings and longer sail training trips. Traditionally rigged, sailing her is very much a hands-on experience, requiring everyone to be involved. The atmosphere is very friendly, informal, and relaxed.

Flag:	UK.			
Rig:	Cutter.			
Home port/waters:	Southampton, England: northern hemisphere, British South Coast.			
Who sails?	School groups from high school through college, as well as individuals of all ages.			
Program type:	Sail training for volunteer and paying trainees. Dockside interpretation during port visits.			
Specifications:	Sparred length: 76' LOD: 56' LOA: 60' LWL: 50'	Draft: 11' Beam: 15' Rig height: 77' Freeboard: 4'	Sail area: 3,750 sq. ft. Tons: 44 GRT Power: 60 hp Hull: oak	
Designer:	Paumelle.			

Built: 1913; LeHavre, France, Paumelle.
Certification: British MCA cat. '0' - Sail Training.
Crew: 3. Trainees: 15 (day sails), 10 (overnight).

Contact: Captain T.R. Marris, Head of Sailing, Dauntsey's School Sailing Club, West Lavington, Near Devizes, Wiltshire, SN 10 4HE United Kingdom;

+ 44 (0) 1380-818-216; FAX + 44 (0) 1380-818-216.

E-mail: marrist@dauntseys.wilts.sch.uk

Jolly Il Rover



The Jolly II Rover is a 73-foot topsail schooner operated by Philadelphia City Sail. The Jolly II Rover conducts educational sails and group charters out of the Philadelphia, Pennsylvania waterfront. Philadelphia City Sail is a non-

profit maritime educational program working primarily with inner city youth of Philadelphia. The "Rover" serves as an educational platform to introduce students to sailing, maritime history, and the marine sciences. While on board the Jolly II Rover, students will set sail and get the chance to explore the world of plankton, study the water quality of the Delaware River, and learn about the past, present, and future of the

Philadelphia waterfront.

Philadelphia City Sail works closely with The School District of Philadelphia, The Franklin Institute, and the New Jersey State Aquarium, serving over 3,000 students each year.

Flag: USA.

Rig: Square topsail schooner.

Home port/waters: Philadelphia, PA: Delaware River and Chesapeake Bay.

Who sails? Middle and high school students and families.

Cost: \$750 group rate per day.

Program type: Sail training for volunteer trainees. Sea education in marine science and maritime

history in cooperation with accredited institutions and as part of informal in-house

programming.

Specifications: Sparred length: 73' Draft: 5' 6" Sail area: 1,770 sq. ft.

LOD: 61' Beam: 15' 6" Tons: 34 GRT

LOA: 61' Rig height: 65' Power: Ford Lehman 130 hp

Hull: steel

Designer: Merrit Walter.

Built: 1993; Beaufort, NC, Rover Marine Lines, Inc.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 49.

Contact: Matthew Burke, Education Director, Philadelphia City Sail,

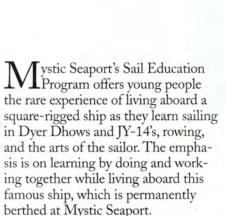
PO Box 43235, Philadelphia, PA 19129; 215-574-1200; FAX 215-574-8360.

E-mail: Phcitysail@aol.com

Web site: http://www.phillyfriend.com/citysail.htm

(Former name Georg Stage).

Joseph Conrad



The Joseph Conrad program is open to individual boys and girls and organized groups ages 10 through 15. Groups must have one adult leader per 10 participants.



No prior experience is required for beginner sessions, only a desire to participate and learn. Intermediate sessions are for those who have attended a previous beginner session or have had sailing experience. All must hold current Red Cross swimmers certification or its equivalent.

Flag: USA.

Rig: Full-rigged ship, 3-masted.

Home port/waters: Mystic, CT.

Who sails? Individuals and organized groups ages 10 through 15.

Season: June through August.

Cost: \$485 per person for 6-day program.

Program type: Sail training. Dockside visitation for school groups and individuals.

Specifications: Sparred length: 118' 6" Draft: 12' Tons: 213 GRT LOA: 100' 8" Beam: 25' 3" Hull: iron

Rig height: 98' 6"

Designer: Burmeister and Wain.

Built: 1882; Copenhagen, Denmark, Burmeister & Wain.

Trainees: 32-50. Age: 10-15. Sex: coed.

Contact: Dave Rayner, Museum Education Department, Mystic Seaport,

PO Box 6000, Mystic, CT 06355-0990; 860-572-0711; FAX 860-572-5395.

E-mail: dottyb@mysticseaport.org

Web site: http://mystic.org/public/visiting.msm/village.tour/

Ra'iulani



Ka'iulani is a modern luxury replica of an 1850's Pacific Coast gaff topsail schooner. Designed for long distance, deep ocean cruising and to sail around Cape Horn in the greatest safety and comfort, she was deliberately overbuilt to the highest possible standards. Ka'iulani

features a mahogany hull, traditional teak decks, rig, and hardware, and lots of varnish and polished bronze in her cabins and staterooms. Originally launched in 1984 as a private family yacht, she has sailed over 60,000 ocean miles under the command of her original captain.

In conjunction with the nonprofit Sea Training Institute, *Ka'iulani* offers sail training and marine science programs for grades 4 through 12. These half-day programs very often combine a visit to the neighboring Bay Model,

operated by the Army Corps of Engineers.

Ka'iulani is also available for a wide variety of corporate and private adventures and celebrations, and individually ticketed cruises. Weddings are performed onboard by the captain. Catering is also available.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Sausalito, CA: San Francisco Bay.

Who sails? School groups from elementary school through high school.

Affiliated with the Sea Training Institute.

Cost: \$45 per person for 3-hour sail; \$425 group rate per hour.

Program type: Sail training for paying trainees. Sea education in marine science in cooperation

with accredited schools. Passenger day sails.

 Sparred length: 86'
 Draft: 7' 6"
 Sail area: 1,400 sq. ft.

 LOD: 65'
 Beam: 17' 6"
 Tons: 63 GRT

 LOA: 72'
 Rig height: 75'
 Power: 671 GM diesel

 LWL: 53'
 Freeboard: 3' 6"
 Hull: wood

LWL: 53'
Designer: W.I.B. Crealock.

Built: 1984; San Diego, CA, Coaster Boatworks.

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).
Crew: 4. Trainees: 49 (day sails).

Contact: Captain Robert Michaan, Discovery Yacht Charters,

PO Box 1145, Sausalito, CA 94966; 415-331-1333; FAX 415-789-9273.

E-mail: charter@sfyacht.com Web site: http://www.sfyacht.com

Ralmar Nyckel

Built in Wilmington, Delaware and commissioned in May, 1998, the Kalmar Nyckel is a replica of the first Swedish ship to arrive in America, at what is now Delaware, in 1638. Based on a Dutch pinnace design, she acts as Delaware's tall ship ambassador and functions as an educational tool and draws attention to the shipbuilding history on Wilmington's Christina River.

The Kalmar Nyckel is manned by a professional captain and mates and volunteer crew. Initial sail training has been for the staff and volunteers, and will expand to other groups as the ship's opera-



tions develop and grow. While current operations focus on the mid-Atlantic region, a trip to Europe is planned for the future. The *Kalmar Nyckel* is available for school group tours as well as corporate and private functions, and is available for charter.

Flag: USA.

Rig: Full-rigged ship.

Home port/waters: Wilmington, DE: Mid-Atlantic.

Who sails? School groups from elementary through college, as well as individuals and families.

Affiliated institutions include the Challenge Program.

Program Type: Sail training for volunteer or paying trainees.

Dockside interpretation during port visits.

Specifications: Sparred length: 139' Draft: 12' 2' Sail area: 7,600 sq. ft. LOD: 93' Beam: 24' 11" Tons: 160 GRT

LOA: 97' 4" Rig height: 65' Power: diesel LWL: 89' 2" Freeboard: 8' Hull: wood

Built: 1997; Wilmington, DE, Allen C. Rawl.

Coast Guard

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).

Contact: Peg Tigue, Executive Director, Kalmar Nyckel Foundation,

1124 East 7th St., Wilmington, DE 19801; 302-429-7447; FAX 302-429-0350.

Web site: http://www.kalnyc.org

Lady Maryland



ady Maryland is an authentic pungy schooner, an elegant boat designed

to haul cargo, fish, dredge for oysters, and carry luxury items quickly from port to port on Chesapeake Bay and along the Atlantic Coast. Instead of carrying watermelons and oysters, her mission today is to provide students with the opportunity to experience sailing a historic vessel while studying history, sailing, seamanship, marine science, and ecology on her traditional waters from Maryland to Maine.

The Living Classrooms Foundation has developed a flexible educational program which can fit the needs of a variety of school and community groups. More than 50,000 students participate in LCF programs each year. The Lady Maryland operates educational day experiences for 32 passengers and extended live-aboard

sail training and marine science programs for up to 14 people.

USA. Flag:

Who sails?

Pungy schooner (gaff rigged), 2-masted. Rig:

Baltimore, MD: Chesapeake and Delaware Bays, Home port/waters: East Coast between Maryland and Maine.

Student and other organized groups, individuals and families.

Season: March through November.

Cost: Rates vary depending on program, please call.

Program type: Sail training with paying trainees. Sea education in marine science, maritime history, and ecology for school groups from elementary school

through colleges as well as adults.

Sparred length: 104' Specifications: Sail area: 2,994 sq. ft.

LOD: 72' Beam: 22' Tons: 60 GRT LWL: 64' 3" Rig height: 85' Power: twin 80 hp Cummins diesels

Freeboard: 3'

Designer: Thomas Gilmer.

Built: 1986; Baltimore, MD, G. Peter Boudreau.

Coast Guard certification: Passenger Vessel (Subchapter T).

6 (day); 8 (overnight). Trainees: 32 (day); 12-14 (overnight). Age: 13+. Crew:

Sex: coed and single sex cruises available. Dockside visitors: 40.

Contact: Steve Bountress, Living Classrooms Foundation, 802 South Caroline Street,

Baltimore, MD 21231-3311; 410-685-0295; FAX 410-752-8433.

Web site: http://www.livingclassrooms.org

Lady Washington

s a privateer during the American Revolution, the original Lady Washington fought to help the colonies gain their independence from England. In 1788 she became the first American vessel to visit the West Coast of North America. opening trade between the colonies and the native peoples of the Northwest Coast. As the first American vessel to visit Honolulu, Hong Kong, and Japan, she played a key role in developing American involvement in Asian Pacific trade.

Built at Gravs Harbor Historical Seaport in Aberdeen, Washington and launched in 1989 as a Washington State Centennial project, the reproduction Lady Washington sails the waters of Washington State and the West Coast of North America as the tall ship ambassador for the state of Washington. With a busy year-round sailing schedule, Lady Washington regularly tours the West Coast, providing shipboard education programs for schools in 89 port communities in Wash-



ington, Oregon, California, British Columbia, and Alaska. More than 15,000 school children visit Lady Washington each year to learn about the rich and colorful maritime heritage of our nation.

Crew are both paid professionals and volunteer trainees. The Historical Seaport regularly partners with a number of entities to provide unique shipboard education opportunities for trainees with independent learning contracts.

USA. Flag:

Aberdeen, WA: Grays Harbor, WA, west coast of North America. Home port/waters:

Who sails? School groups from elementary school through college, individuals and families.

Season: March to January.

\$35 per person for 3-hour sail, \$105 per person per day. \$3,000 for full-day charter. Cost: Program type:

Sail training for crew, apprentices, and paying trainees. Sea education in maritime history in cooperation with accredited institutions and based on informal in-house

programming. Passenger day sails and overnight passages. Dockside interpretation.

Sparred length: 112' Specifications: Draft: 11' LOD: 66' 9' Beam: 24'

Sail area: 4,400 sq. ft. Tons: 99 GRT LOA: 87' Rig height: 89' Power: diesel LWL: 58' Freeboard: 6' Hull: wood

Designer: Ray Wallace.

1989; Aberdeen, WA, Grays Harbor Historical Seaport Authority. Built:

Coast Guard certification: Passenger Vessel (Subchapter T).

Crew: 12. Trainees: 48 (day sails), 8 (overnight). Age: 14+. Sex: coed.

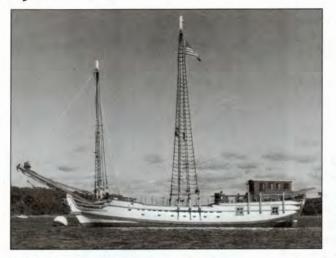
Contact: "Flagg", Grays Harbor Historical Seaport,

PO Box 2019, Aberdeen, WA 98520; 800-200-LADY (5239); FAX 360-533-9384.

E-mail: ghhsa@techline.com

Web site: http://www.ladywashington.org

Larinda



Designed and built as a modified replica of a 1767 Boston schooner, Larinda is a unique sailing vessel with modern safety features yet she retains traditional wood appointments and museum quality. Much of her construction is done with recycled 100-year-old hard pine. A restored 7-ton 1928 Wolverine 100 hp diesel provides auxiliary power. 300-

pound bronze cannons add period excitement.

Featured in publications worldwide, *Larinda* has also starred in several documentaries shown on national and local televi-

sion. Awards have been won at boat shows including the 1997 Wooden Boat Show and the 1998 Boston Antique and Classic Boat Show.

Private charters are welcomed and *Larinda* is available for special events. Seaport festivals and other maritime gatherings have enjoyed her unique presence.

Flag:

USA.

Rig: Home port/waters: Schooner. Cape Cod, MA: New England.

Who sails?

School groups from elementary through college and individuals of all ages.

Cost:

Varies with program.

Program type:

Sail training for volunteer and paying trainees. Sea education in marine science, maritime history, and ecology in cooperation with organized groups and as informal

in-house programming.

Specifications:

Sparred length: 76' LOD: 56'

Draft: 8' Beam: 16' 6" Rig height: 62' Freeboard: 5' Sail area: 2,000 sq. ft. Tons: 46 GRT Power: 100 hp diesel

Hull: wood and ferrocement

LWL: 52'

LOA: 64'

Designer: Built: Hallowell/Mahan. 1996; Marstons Mills, MA, Wolverine Motor Works and Shipyard LLC.

Coast Guard

Attraction Vessel.

certification:

3-4.

Crew:

Contact:

Lawrence Mahan, President,

Schooner Larinda - Wolverine Motor Works and Shipyard LLC,

163 Walnut Street, Marstons Mills, MA 02648;

508-428-8728; FAX 508-428-8728.

Lark



Lark is a gaff-rigged cutter built in 1932 by F.D. Lawley for John Alden. She was designed as a day sailor for the Forbes family and was kept in Hadley Harbor at Naushon Island in Vineyard Sound.

Over the years, *Lark* fell into disrepair. She was purchased in 1971 by Captain Eric Little of Woods Hole, Massachusetts, who painstakingly restored her over the next 10 years to her original splendor.

Since then, Lark has sailed the East Coast from Marblehead to Miami, competing in classic yacht regattas and antique boat shows. Distinguished by her tanbark sails and gaff rig, Lark has been a successful racer and elegant cruising boat for more than 60 years. She is available for day and weekend charter.

USA. Flag: Cutter. Rig:

Home port/waters: Woods Hole, MA: Marblehead, MA to New York City.

Who sails? Individuals and adults. Program type:

Sail training for volunteer trainees. Sea education as informal in-house programming. Passenger day sails.

Draft: 5' 5" Sail area: 1,200 sq. ft. Specifications: Sparred length: 52'

LOD: 44' 10" Beam: 10' 9" Tons: 18 GRT LOA: 52' Rig height: 55' Power: 44 hp diesel LWL: 30' Freeboard: 4' Hull: mahogany over oak

Designer: John Alden.

Built: 1932; Quincy, MA, F.D. Lawley.

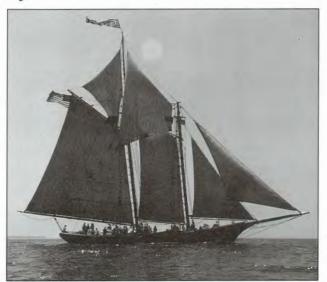
Crew:

Contact: Captain Eric Little, 2 Huettner Road,

Woods Hole, MA 02543-1506;

508-540-7987, 508-548-9207; FAX 508-457-4528.

Lettie G. Howard (Former names Caviare, Mystic C.)



The Lettie G. Howard is a Fredonia model fishing schooner, a type of vessel once widely used along the Atlantic seaboard from Maine to Texas. She was built in 1893 at Essex, Massachusetts, where the majority of the schooners for the fishing fleets of Gloucester, Boston, and New York were produced. She operated out of Gloucester for her first eight

years. The fishing would have been done with hand lines set either from the vessel's deck or from small boats called dories. The *Howard* was similar to the schooners that carried their Long Island and New Jersey catches to New York City's Fulton Fish Market.

In 1901 the *Howard* was purchased by Pensacola, Florida owners for use off Mexico's Yucatan Peninsula. Completely rebuilt in 1923, she was fitted with her first auxiliary engine a year later. She remained in

the Gulf of Mexico until 1968, when she was sold to the South Street Seaport Museum.

The Lettie G. Howard was designated a National Historic Landmark in 1988. Between 1991 and 1993 the museum completely restored her to her original 1893 appearance, while outfitting her to accommodate trainees on educational cruises.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: New York City: Northeast United States.

Who sails? School groups, Elderhostel, individual adults, and families.

Program type: Sail training for volunteer and paying trainees.

Sea education in marine science, maritime history, and ecology in cooperation with accredited institutions and other groups.

Specifications: Sparred length: 129' Draft: 11' Sail area: 5,017 sq. ft.

LOD: 83' Beam: 21' Tons: 52 GRT LWL: 71' Rig height: 91' Power: twin 85 hp diesels

LWL: 71' Rig height: 9 Hull: wood

1893; Essex, MA, A. D. Story (restored at South Street Seaport Museum in 1993).

Coast Guard certification:

Built:

Sailing School Vessel (Subchapter R).

Crew: 7. Trainees: 14 (overnight). Age: 12+. Sex: coed.

Contact: Captain Zachary Thomas, Marine Education, South Street Seaport Museum, 207 Front Street, New York, NY 10038; 212-748-8684; FAX 212-748-8610.

Web site: http://www.southstseaport.org

Liberty



Liberty is modeled on early 1800's coastal schooners used by New England fishermen and as cargo vessels. Boston's only Coast Guard-licensed tall ship carrying passengers for harbor cruises regularly, Liberty is kept "shipshape and Bristol fashion" and is available for charter for

special events. *Liberty* travels to New England ports for special maritime festivals and presents tall ship theater with its production of *Harboring Boston's Mysteries*, a light-hearted history of Boston Harbor in the 18th and 19th centuries. Performed under sail by professional actors, the show

features a revolutionary war battle, shipwrecks, mutinies, hangings, and a swashbuckling duel.

In the fall, *Liberty* makes the two-week passage to Key West with passengers and begins her winter schedule of day sails and charters.

Sail area: 1,744 sq. ft.

Flag: USA

Rig: Gaff topsail schooner.

Home port/waters: Boston, MA (summer), Key West, FL (winter): East Coast.

Who sails? School groups from elementary through high school, individuals, and families.

Cost: \$25 per person per 2-hour harbor cruise; \$125 per person per day;

\$3,200 group rate charter per day.

Program type: Passenger day sails and overnight passages.

Specifications: Sparred length: 80' Draft: 7'

LOD: 61' Beam: 17' Tons: 50 GRT
LOA: 64' Rig height: 65' Power: diesel
LWL: 53' Freeboard: 5' Hull: steel

Designer: Charles Wittholz.

Built: 1993; Palm Coast, FL, Treworgy Yachts.

Coast Guard certification: Passenger Vessel (Subchapter T).

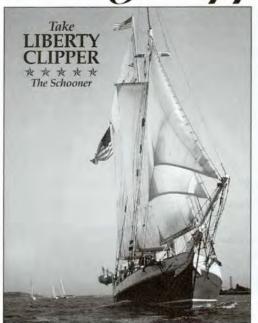
Crew: 3 (day), 4 (overnight). Trainees: 49 (day); 8 (overnight). Dockside visitors: 75.

Contact: Gregory E. Muzzy, President, Schooner Liberty, Inc.,

67 Long Wharf, Suite 1 North, Boston, MA 02110;

617-742-0333; FAX 617-742-1322.

Liberty Clipper (Former name Mystic Clipper)



The Liberty Clipper is a replica of the mid-19th century Baltimore clippers, famous for their fast passages around Cape Horn on their way to California and Pacific ports. The schooner Liberty Clipper joined Liberty in Boston in the

summer of 1996. She is available for charter, with up to 110 passengers, in Boston Harbor and Key West for day and evening cruises. Her spacious decks and on-board hospitality create an ambiance under sail that will meet the expectation of most discriminating charter clients. Guests are invited to join in hoisting the sails, steering the boat, and otherwise joining in the fun. Liberty Clipper will also make several 3

and 5-day trips from Boston to other New England ports such as Provincetown, Martha's Vineyard, and the Maine coast, and a winter program will include a trip south and a Key West itinerary.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Boston, MA: East Coast.

Who sails? School groups from elementary through high school, individuals, and families.

Cost: \$150 per person per day; \$6,500 group rate charter per day.

Program type: Passenger day sails and overnight passages.

Specifications: Sparred length: 125' Draft: 8'(min.), 13'(max.) Sail area: 4,300 sq. ft. LOD: 86' Beam: 25' Tons: 99 GRT

LOD: 86 Beam: 25 Tons: 99 GR
LWL: 76' Rig height: 78' Power: diesel
Freeboard: 5' Hull: steel

Designer: Charles Wittholz.

Built: 1983; Warren, RI, Blount Marine Corp.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 5 (day); 10 (overnight). Trainees: 115 (day). Dockside visitors: 150.

Contact: Gregory E. Muzzy, President, Schooner Liberty Clipper, Inc.,

67 Long Wharf, Suite 1 North, Boston, MA 02110;

617-742-0333; FAX 617-742-1322.

Lisa



The brig *Lisa* offers teenagers the opportunity to sail before the mast in a new brig. Students can spend an academic year learning geography, history,

and math by direct experience, all while experiencing the disciplines of life at sea and the thrill of manning a traditional vessel.

Flag:

USA.

Rig:

Brig.

Home port/waters:

Wilmington, DE: Worldwide.

Season:

Year-round.

Program type:

Full academic curriculum and special education programs for high school students

and youth-at-risk.

Specifications:

Sparred length: 72'

Draft: 6' 3" Beam: 18' Sail area: 3,000 sq. ft. Tons: 40 GRT

LOA: 55' LWL: 45'

Rig height: 55'

Hull: steel

Freeboard: 5'

Coast Guard

certification:

Uninspected Vessel.

Crew:

4. Trainees: 6. Age: 13-19. Sex: coed.

Contact:

Captain John Leibolt, PO Box 16-1510,

Altamonte Springs, FL 32716;

407-884-8333.

Lord Nelson



The 180-foot, three-masted barque Lord Nelson was built in 1986 for the Jubilee Sailing Trust to encourage integration between able-bodied and physically disabled people by offering them the opportunity to experience the excitement of tall ship sailing together.

The voyages last from 4 to 11 days, departing from a wide variety of ports and sailing in the English Channel and the North and Irish Seas. A winter season of voyages based in the Canary Islands is also available.

Above deck the ship's equipment enables physically disabled crew to work alongside their able-bodied crewmates. Features include power steering, wide decks to accommodate wheelchairs, speaking compasses, powered lifts between decks, and Braille marking. Below are specially designed wheelchair-accessible cabins, showers, and heads.

Voyages are open to anyone between 16 to 70+ with or without sailing experience. 20 people with physical disabilities, including eight wheelchair users, serve alongside an equal number of able-bodied people. There is a permanent crew of 10, including a medical purser and cook.

Flag: UK.

Rig: Barque, 3-masted.

Home port/waters: Southampton, UK: United Kingdom (summer); Canary Islands (winter).

Who sails? Physically challenged and able-bodied adults.

Cost: From \$58 to \$106 per person per day, plus insurance.

Program type: Sail training for volunteer and paying trainees.

Sea education based on informal in-house programming.

 Specifications:
 Sparred length: 180'
 Draft: 13' 6"
 Sail area: 11,030 sq. ft.

 LOD: 140'
 Beam: 29' 6"
 Tons: 368 GRT

 LOA: 140'
 Rig height: 108'
 Power: twin 260 hp

 LWL: 121'
 Freeboard: 6' 8"
 Hull: steel

Designer: Colin Mudie.

Built: 1986; Wivenhoe, UK, James W. Cook & Co., Ltd.

Certification: Lloyds A100+ Crew: 10. Trainees: 40.

Contact: Mrs. Lindsey Neve, Jubilee Sailing Trust, Jubilee Yard,

Hazel Road, Woolston, Southampton, Hants S019 7GB UK;

+44 (0) 1703-449-108; FAX +44 (0)1703-449-145.

E-mail: jst@jst.org.uk
Web site: http://www.ist.

http://www.jst.org.uk

Mabel Stevens

The ketch *Mabel Stevens* offers charter services in the Washington, DC, and Chesapeake Bay areas. Sail training cruises, group and individual charters, and other tailored sailing and maritime education programs are offered by Captain Chalker aboard the *Mabel Stevens*.

Built by Captain Dick Hartge of Galesville, Maryland, the *Mabel Stevens* holds a special place in the Washington metropolitan area. During the 1980's, the *Mabel Stevens* officially represented the District of Columbia at the tall ships events in Boston (350th anniversary) and New York (Statue of Liberty centennial), and in 1992 in New York at the Christopher Columbus Quincentennial Celebrations. She is the District of Columbia's goodwill ambassador vessel at major historic events. The *Mabel Stevens* competes in ASTA rallies and has in the past raced with the best of the Class C tall ships. In



1986, she led the fleet of sail training vessels engaged in friendly competition en route to New York's Statue of Liberty festivities and participated in Philadelphia and Tall Ships® Newport '92.

Sail area: 1,200 sq. ft.

Tons: 17 GRT Power: 52 hp diesel

Sail number: TS-US 159

Flag: USA. Rig: Ketch.

Home port/waters: Cobb Island, MD: Potomac River, Chesapeake Bay.

Who sails? Individuals and groups. Season: April to October.

Cost: \$70 per person per day; inquire for group rates.
Program type: Maritime history and environmental studies.
Specifications: Sparred length: 47' 6" Draft: 4' 6"

LOA: 35' Beam: 11' 6" LWL: 31' 9" Rig height: 45' Freeboard: 3' Hull: wood

Built: 1935; Galesville, MD, Ernest H. Hartge.

Coast Guard

certification: Uninspected Vessel.

Crew: 1. Trainees: 4. Age: all. Sex: coed and unisex cruises.

Contact: Captain Ned Chalker, Ketch Mabel Stevens, 119 Fifth St. NE, Washington, DC 20002;

202-543-0110, 301-259-4458; FAX 202-554-3949.

E-mail: Nchalker@aol.com.

Madeline



The *Madeline* is a replica of the original vessel that sailed the Great Lakes one hundred and fifty years ago. The current Madeline was built over a period of five years by volunteers of the Maritime Heritage Alliance (MHA). Using Michigan timber, the vessel was constructed on Grand Traverse Bay using old-time methods and materials. The vessel was launched in 1990 and has since been a

dockside museum at over 50 Great Lakes ports of call. MHA volunteers recreate what life was like during the era of wooden ships, iron sailors, and unbridled exploration. The original Madeline also served briefly as a lightship and later became the region's first school for settlers.

The City of Traverse City and Grand Traverse County have bestowed Madeline with Ambassador and Emissary status, respectively. The State of

Michigan followed with a joint resolution appointing Madeline as a Michigan Historic Vessel.

The MHA, a nonprofit organization, conducts sail training classes for adults wishing to serve as volunteer crew aboard the Madeline. Beginning each January, volunteers are given instruction on all aspects of sailing the vessel; first in theory, then in practice.

USA. Flag:

Gaff topsail schooner, 2-masted. Rig:

Home port/waters: Lake Michigan.

Who sails? Members of the Maritime Heritage Alliance.

Madeline is affiliated with the Association for Great Lakes History.

Program type: Sail training and maritime history for middle and high school students, and adults. Specifications: Sparred length: 92' Draft: 7' 7" Sail area: 2,270 sq. ft.

LOA: 55' 6' Beam: 16' 2" Tons: 42 GRT LWL: 52' Freeboard: 2' 2" Rig height: 65'

Coast Guard

certification: Uninspected Vessel.

Crew: 4; 9 instructors. Trainees: 7 (overnight); 21 (day). Age: 12+. Sex: coed. Mr. Richard Brauer, President of the Board, Maritime Heritage Alliance, Contact:

232 East Front Street, Traverse City, MI 49684;

616-946-2647; FAX 616-946-6750.

E-mail: MHA.TC@juno.com

Web site: http://www.traverse.com/maritime/

Maine



Maine's design and construction
Was conceived by Lance Lee at
the Maine Maritime Museum. Master
builders Dave Foster, Will Ansel, and
Phil Shelton guided her construction by
Museum apprentices between keel-laying
in 1981 and launching in 1986. She
evolved as a project employing many
skilled and experienced maritime historians, boat designers, and builders. Her
lines were taken by Jim Stevens of Goudy
& Stevens from a half-model dating from
1832 in East Boothbay, Maine. Marine

draftsman Sam Manning drew the plans. The deck layout and rig are based on Howard Chapelle's research, with input from, among others, Maynard Bray and naval architect Jay Paris. A fast and able sailor, *Maine* serves the Museum as a floating exhibition, a sail training vessel, and a roving ambassador. *Maine* travels along the Maine coast in the summer from Portland to Penobscot Bay.

Flag:

USA.

Rig:

Pinky schooner, two-masted (gaff-rigged).

1985; Bath, ME, Maine Maritime Museum.

Home port/waters:

Bath, ME: coastal Maine and southern New England.

Program type:

Sea education in maritime history.

LOD: 40'

Draft: 8'

: 8' Tons: 14 GRT

Specifications:

Sparred length: 56'

Beam: 12'

Power: Westerbroke diesel

LOA: 43'

Freeboard: 2' 6"

Hull: wood

Built:

Coast Guard

certification:

Contact:

Uninspected Vessel.

Tom Wilcox/Will Wert,

Maine Maritime Museum, 243 Washington Street, Bath, ME 04530;

207-443-1316; FAX 207-443-1665.

Malahan



wned and operated by the Traverse Tall Ship Company, the schooner Malabar is one of the largest tall ships on the Great Lakes. Able to accommodate 21 overnight guests and 47 passengers for day sails, Malabar is fully certified by the US Coast Guard.

In conjunction with the Inland Seas Education Association, Malabar offers the Schoolship Program, which provides an environmental, historical, and sail training education for students during spring and fall. The schooner offers partial as well as private charter service to family, company, motor-

coach, and corporate team-building groups, as well as a popular "floating bed and breakfast" package.

Flag: USA.

Gaff topsail schooner, 2-masted. Rig: Home port/waters: Traverse City, MI: Great Lakes.

Who sails? Science and marine biology student groups from elementary school

through junior high for educational programs; individual, family, and

corporate groups on 2 to 4-hour sails.

Season: May to October.

Sail training for crew and apprentices. Sea education in marine science, Program type:

maritime history, ecology, and corporate team-building workshops.

Passenger day sails and overnight packages.

Sparred length: 105' Draft: 8' 6" Sail area: 3,000 sq. ft. LOD: 65' Beam: 21' Tons: 73 GRT LWL: 60' Rig height: 75' Power: 136 hp diesel

Freeboard: 6' Hull: ferro/steel

M.D. Lee. Designer:

Built: 1975; Bath, ME, Long Beach Shipyard. Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 6. Trainees: 40 (day), 21 (overnight). Age: 11-18. Sex: coed. Contact: Richard W. Budinger, President, Traverse Tall Ship Company,

13390 West Bay Shore Dr., Traverse City, MI 49684;

616-941-2000; FAX 616-941-0520.

tallship@traverse.com E-mail:

Web site: http://www.traverse.com/tallship/

Specifications:

Manitou

wned and operated by the Traverse Tall Ship Company, the schooner Manitou is one of the largest sailing vessels on the Great Lakes. She can accommodate 24 overnight guests and 60 passengers for day excursions. Manitou is fully certified by the US Coast Guard and offers 3, 5, and 6-day windjammer cruises into islands, bays, and coastal villages of Lake Michigan, Lake Huron, and the North Channel.

In conjunction with the Inland Seas Education Association, *Manitou* offers the Schoolship Program, which provides an environmental, historical, and sail training educational education for students during the spring and fall. Separate 3-day family packages for adventurous adults and their children are also available on two separate cruises during the regular season. Primarily offered as an adult vaca-



tion, the windjammer season runs from Memorial Day through October 3.

Flag:

USA.

Rig:

Gaff topsail schooner, 2-masted. Northport, MI: Great Lakes.

Home port/waters: Who sails?

Science and marine biology student groups from elementary school through

junior high for educational programs. Also individual, family, and corporate groups for multi-day windjammer cruises.

Season:

May to October.

Program type:

Sail training for crew and apprentices. Sea education in marine science, maritime history, ecology, and corporate team-building workshops.

Individual and group windjammer cruises.

Specifications:

Sparred length: 114'

Draft: 7' (min.); 11' (max.)

Beam: 22'

LOD: 77' LWL: 65' Freeboard: 6'

Rig height: 80'

Hull: steel

Designer:

Woodin & Marean.

Sail area: 3,000 sq. ft. Tons: 82 GRT Power: 150 hp diesel

Built:

Coast Guard

1982; Portsmouth, NH, Roger Gagnon Steel Ship Co.

certification:

Passenger Vessel (Subchapter T).

6; 6 instructors. Trainees: 56 (day); 24 (overnight). Age: 12-60. Sex: coed.

Contact:

Richard W. Budinger, President, Traverse Tall Ship Company,

13390 West Bay Shore Dr., Traverse City, MI 49684; 616-941-2000; FAX 616-941-0520.

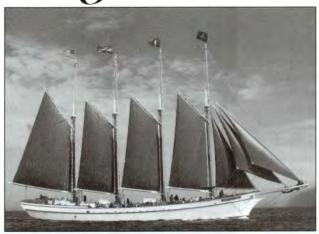
E-mail:

tallship@traverse.com

Web site:

http://www.traverse.com/tallship/

Margaret Todd



The first four-masted schooner to operate in New England waters in over half a century, the *Margaret Todd* sails from Bar Harbor, Maine in the summer. This 151-foot, four-masted topsail schooner primarily offers day sails along the spectacular Acadia coastline. Built new in 1998, the *Margaret Todd* was inspired by the New England multi-masted schooners of the turn of the century.

Get the feel of a tall ship on an opera-

tional four-masted schooner with enough sail area to give her a good turn of speed. With her distinctive tanbark sails and rig, the *Margaret Todd* stands out along the Maine coast. Because of her shallow draft centerboard design, the *Margaret Todd* also sails southern waters during the winter season. Groups are encouraged to contact Downeast Windjammer Cruises for both educational sails, sail training, and harbor visits as an attraction vessel.

Flag: USA.

Rig: Schooner, 4-masted.

Home port/waters: Bar Harbor, ME: East Coast between Maine and Florida.

Program type: Sail training for paid or volunteer crew or trainees.

Passenger day sails. Dockside interpretation during port visits.

Sparred length: 151' Draft: 5' 9" Sail area: 4,800 sq. ft.

LOD: 121' Beam: 3' Tons: 99 GRT LOA: 121' Hull: steel Power: diesel

Designer: Woodin and Marean.

Built: 1998; St. Augustine, FL, Schreiber Boats.

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).

Crew: n/a. Trainees: 150.

Contact: Captain Steve F. Pagels, Owner, Downeast Windjammer Cruises, PO Box 8, Cherryfield, ME 04622; 207-546-2927; FAX 207-546-2023

Mary Day

uilt in 1962 by Harvey Gamage, Mary Day combines the best aspects of the New England centerboard coaster with modern design thinking. Mary Day operates out of Camden, Maine, in the windjammer trade from late May to early October. She carries 30 passengers on week-long vacation cruises in mid-coast Maine. Mary Day is a pure sailing vessel. She has no engine and depends on a small yawl boat when winds fail. She has a large and powerful rig and exhibits outstanding sailing abilities.

Mary Day carries a professional crew of six, including captain, mate, cook, two deck hands, and one galley hand. The galley and one deck position are considered entry-level positions, and a



great many sailing professionals have started out or gained valuable experience on board the schooner Mary Day.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Camden, ME: Mid-Coast and Downeast Maine.

Who sails? Individuals and families. Season: May to October. Cost: \$125 per person per day.

Program type: Sail training for crew and apprentices.

Passenger overnight passages. Dockside interpretation in home port.

Sparred length: 125' Draft: 7' 6" Specifications: Sail area: 5,000 sq. ft. LOD: 90' Beam: 22' Tons: 86 GRT Hull: wood

LOA: 92' Rig height: 102' LWL: 81' Freeboard: 5'

Designer: H. Hawkins.

Built: 1962; South Bristol, ME, Harvey Gamage.

Coast Guard

certification: Passenger Vessel (Subchapter T). Crew: 7. Trainees: 49 (day); 29 (overnight). Contact: Barry King, Camden Navigation Co.,

PO Box 798, Camden, ME 04843; 207-236-2750.

E-mail: MaryDay@midcoast.com

Web site: http://www.midcoast.com/~maryday/

Mary Harrigan



The gaff schooner Mary Harrigan was designed in 1923 by L.F. Herreshoff as a safe, fast, and elegant cruising yacht based on the design of an American Pilot Schooner. These vessels sailed year-round in the rugged North Atlantic, requiring them to be safe, swift, and weatherly. The hull form was not compromised by the

demands of changing draft, as these schooners carried no cargo, only a small crew and stores. The schooner Mary Harrigan is the outcome of years of development for that demanding service; as a result she is a superb cruising vacht. She is of traditional wood construction and built to the highest structural and aesthetic standards, with rigorous adherence to Herreshoff's specifications. The Mary

Harrigan has successfully completed seven passages to the Caribbean and Venezuela. In the summer and fall, sail training and adventure cruising is offered to individuals and families. Explore the Maine coast from June through September and the Chesapeake Bay in October and November.

USA. Flag:

Gaff schooner. Rig:

Norfolk, VA: East Coast US. Home port/waters:

Who sails? Adults and families.

\$125 per person per day (overnight); \$600 group rate. Cost:

Sail training for paying trainees. Program type:

Sea education based on informal in-house programming.

Sparred length: 64' Draft: 6' Sail area: 1,400 sq. ft.

Tons: 26 GRT LOD: 50' Beam: 15' LOA: 50' Rig height: 52' Power: 70 hp diesel Freeboard: 3' 6' Hull: wood LWL: 43'

L.F Herreshoff. Designer:

1985; New Hampshire, Jeff Fogman. Built:

Coast Guard

Specifications:

Uninspected Vessel. certification:

Trainees: 6 (day), 4 (overnight). Crew:

Contact: Mary Hornick,

PO Box 84, Oak Hall, VA 23416; 757-824-5445; FAX 757-824-5445.

Mike Sekul

he Mike Sekul is one of the two Biloxi oyster schooner replicas built as part of the Biloxi Schooner Project under the auspices of the Maritime and Seafood Industry Museum. She was launched in April of 1994 as part of the effort to preserve the maritime and seafood industry of the Mississippi Gulf Coast. Money for construction and fitting out of the Mike Sekul and her sister ship, Glenn L. Swetman, has come from donations and fundraising events.

The Mike Sekul is available for charter for two-and-a-half hours, half-day, and full-day trips in the Mississippi Sound and to the barrier islands, Cat Island, Horn Island, and Ship Island. Walkup day sailing trips are made when she is not under charter. Groups of up to 45 passengers learn about the maritime and seafood heritage of the Gulf Coast and about the vessels working in Biloxi's seafood industry.



Sailing classes are offered through local colleges and the museum's Sea and Sail Adventure summer camp. Wedding parties, Elderhostel, and school groups are also accommodated.

Flag:

Rig: Gaff topsail schooner.

Home port/waters: Biloxi, MS: coastwise Gulf of Mexico.

Who sails? Elementary students through college age, adults, and families.

Affiliated institutions include William Carey College.

Season: Year-round.

\$15 per adult or \$10 per child (2½ hour sail). Group rate (up to 45 people) Cost:

\$500 for 1/2 day, \$750 per day.

Program Type: Sail training for paying trainees, overnight trips to Horn Island, maritime history

for elementary school students through adults, and children's (ages 6 - 13) Sea and

Sail Adventure summer camp.

Specifications: Sparred length: 82' 9" Draft: 5' 10"

Sail area: 2,499 sq. ft. LOD: 50' Beam: 17' Tons: 24 GRT Hull: wood

LOA: 78' LWL: 47'

Built: 1994; Biloxi, MS, Neil Covacevich.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 3. Trainees: 45 (day). Age: 15+. Sex: coed. Dockside visitors: 45.

Contact: Robin Krohn, Manager, Maritime and Seafood Industry Museum, Inc., PO Box 1907, Biloxi, MS 39533; 228-435-6320; FAX 228-435-6309.

Web site: http://www.maritimemuseum.org Power: 4-71 Detroit diesel

Minnie V.



The skipjack Minnie V., built in Wenona, Maryland, was used to dredge oysters on the Chesapeake Bay for many years. The vessel was rebuilt by the

City of Baltimore in 1981 and is now owned and operated by the Living Classrooms Foundation. The Foundation uses the vessel for educational programs and as a tourist attraction offering interpretive tours of the historic port of Baltimore. While onboard the *Minnie V.*, students learn about the oyster trade, its importance to the economy of Maryland, and the hard life of a waterman as they relive history by raising the sails on one of the Chesapeake's few remaining skipjacks.

Flag: USA. Rig: Sloop.

Home port/waters: Baltimore, MD: Baltimore Harbor.

Who sails? School groups from middle school through college

as well as individuals and families.

Season: April through October.

Cost: Rates vary depending on program. Please call for more information.

Program type: Sea education in marine science, maritime history, and ecology in

cooperation with accredited schools and colleges, and other organized groups.

Passenger day sails. Dockside interpretation.

Specifications: Sparred length: 69' Draft: 3' Sail area: 1,450 sq. ft

LOD: 45' 3" Beam: 15' 7" Tons: 10 GRT Rig height: 58' Freeboard: 2' Hull: wood

Built: 1906; Wenona, MD, Vetra.

Coast Guard certification: P

fication: Passenger Vessel (Subchapter T).

Crew: 2. Trainees: 24. Age: all. Sex: coed. Dockside visitors: 24.
Contact: Steve Bountress, Living Classrooms Foundation,
802 South Caroline Street, Baltimore, MD 21231-3311;

410-685-0295; FAX 410-752-8433.

Web site: http://www.livingclassrooms.org

Misty Tsles

The 1915 gaff-rigged ketch *Misty Isles* operates from Key West, FL during the school year and plans to move to New England waters during the summers. Her motto is "Serving Fishers of Men", and services are offered primarily to Christian organizations. The only cost to sail on the *Misty Isles* is that of bringing your own food, drink, and snorkel gear. Preparation and serv-

ing food underway is part of the teamwork on board, as are sail handling, navigation, anchoring, and standing

watches.

Two new masts, a new keel, rudder, and bow, as well as much work on deck and in the rigging kept her crew busy from 1990 to 1997 in southern California. During her first year in Key West, the *Misty Isles* was host to many Boat Breakfasters, helped start a local chapter



of Fellowship of Christian Adult Singles (FOCAS), and signed up for a reef research project, monitoring selected fish and urchin populations within the Ecological Reserve at the Western Sambos.

May of 1999 will see a trip from Key West to Boston to deliver services to the Lewis School, a middle school in Roxbury, MA, and Essex County church groups. October will bring *Misty Isles* back to Key West for the winter season.

Flag:

USA.

Rig:

Gaff ketch.

Home port/waters:

Key West, FL (fall through spring); Rings Island, Salisbury, MA (summer).

Affiliated institutions include church youth groups.

Who sails? Season:

Year-round.

Program type:

Sail training for crew and apprentices.

Specifications:

Sparred length: 60' Draft: 9'

LOD: 49' LOA: 50' Beam: 12' Rig height: 60' Sail area: 1,500 sq. ft. Tons: 30 GRT Power: 80 hp diesel

LWL: 44'

Hull: wood

Built:

1915.

Crew:

3 (day); 6 (overnight). Trainees: 20 (day); 12 (overnight).

Contact:

Ray and Wendy Pike, Owners,

PO Box 969, Key West, FL 33041-0969; 305-293-5385 (days), 305-296-1689 (evenings);

summer season contact Pam McKay,

7 Second St, Ring's Island, MA 01952, 978-465-1976.

Mystic Whaler



Built in 1967 for the New England windjammer trade, the *Mystic Whaler* is a tribute to the coastal trading schooners that plied her home waters a century ago. In 1990, after 23 years of service, the *Mystic Whaler* was retired. In 1994, John

Eginton, a former captain of the *Mystic Whaler*, formed Mystic Whaler Cruises Inc.

to purchase the hull and return the vessel to service. On June 10, 1995, after a thorough refit, which included replacing the entire hull below the waterline, the *Mystic Whaler* returned home to her dock on the Mystic River.

Flag: USA.

Rig: Gaff-rigged schooner.

Home port/waters: Mystic, CT: southeast New England.

Who sails? School groups from elementary school through college,

as well as individuals and families.

Program type: Sail training for crew and apprentices. Sea education in maritime history and

ecology based on informal programming with organized groups such as Scouts.

Passenger day sails and overnight passages.

Specifications: Sparred length: 110' Draft: 7' 6"(min.), 13'(max.). Sail area: 3,000 sq. ft.

LOD: 83' Beam: 25' Tons: 97 GRT LOA: 83' Rig height: 90' Power: 6-71 diesel, 175 hp

LWL: 78' Freeboard: 7' Hull: steel

Designer: "Chub" Crockett.

Built: 1967; Tarpon Springs, FL, George Sutton.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 5. Trainees: 65 (day); 36 (overnight). Dockside visitors: 65.
Contact: Captain John Eginton, Mystic Whaler Cruises, Inc.,

PO Box 189, Mystic, CT 06355-0189; 860-536-4218; FAX 860-536-4219.

Nefertiti

The 1962 12-meter class sloop Nefertiti has returned to Newport, RI from South Africa following a ten-year worldwide voyage. Brought back by America's Cup Charters' George Hill and Herb Marshall, owners of the America's Cup defender Weatherly and Ted Turner's former American Eagle, Nefertiti is part of their charter fleet of former cup contenders.

Nefertiti was built for the Ross Anderson Boston Yacht Club Syndicate at the Graves yard in Marblehead, Massachusetts for the 1962 America's Cup. She was designed and skippered by Ted Hood, who ousted both Easterner and Columbia before being eliminated by Bus Mosbacher's Weatherly in the defender's finals.

Following her Cup challenge, Nefertiti was converted for cruising and traversed the globe. She crossed the Atlantic to the Mediterranean and chartered out of Greece for several years. By 1983 she was back in Newport as a spectator of the last



America's Cup series held in Newport. Nefertiti then traveled down to the West Indies, to Fremantle, Australia in '87, and crossed the Indian Ocean to South Africa where she remained until September '97. She has been restored to racing trim by America's Cup Charters.

Flag: Rig: USA.

Home port/waters:

Newport, RI: New England and Chesapeake Bay.

Who sails?

Individuals of all ages.

Cost: Program Type: \$1,700 group rate per day, \$50 per person for evening sails.

Sail training for volunteer and paying trainees.

Sea education based on informal in-house programming. Passenger day sails.

Specifications:

Sparred length: 69'
LOD: 69'
Beam: 12'
LOA: 69'
Rig height: 90'
Freeboard: 4'

Sail area: 1,850 sq. ft.
Tons: 28 GRT
Power: diesel
Hull: wood

Designer:

Ted Hood.

Built:

1962; Marblehead, MA, Graves.

Coast Guard

certification:

Passenger Vessel (Subchapter T).

Crew:

3. Trainees: 14.

Contact:

George Hill, America's Cup Charters,

PO Box 51, Newport, RI; 401-849-5868; FAX 401-849-3098.

Nehemiah



rosscurrent Voyages is a sail training program operated onboard the Class C tall ship Nehemiah. Emulating the training style used on such vessels as the USCG Barque Eagle, the program attempts to awaken and cultivate leadership skills by challenging students to learn various disciplines and to manage different types of information and technical matters. Traditional knowledge and skills are used to integrate educational disciplines such as math, reasoning, English, and history. The object is to use the pace and style of administering a large sailing vessel as a tool for equipping trainees to develop personal styles for dealing with the sea of information, knowledge, and options that saturate their daily lives. The program rounds out the training by enhancing personal character development in the areas of family and community val-

The primary target age is 12 through 18. The training personnel often come from the USCG and professional maritime fields. The sailing vessel Nehemiah has circumnavigated the globe a number of times under previous ownership, thus adding a context to the learning.

Tons: 23 GRT

Hull: wood

Power: Perkins 4-236.

USA. Flag:

Ketch. Rig:

Richmond, CA: San Francisco Bay and Pacific coast. Home port/waters: Who sails? Groups from elementary school through college, youth organizations, individuals,

and families. Court referrals are also accepted. Emphasis is on at-risk youth.

Sail training emphasizing character and community building. Program type: Sea education in marine science, maritime history, and ecology.

Passenger day sails and overnight passages.

Draft: 6' 5" Sparred length: 57' Specifications:

Beam: 14' 3" LOD: 46' 8' Rig height: 58' LOA: 50'

LWL: 39'

Freeboard: 5'

Designer: William Garden (modified).

Built: 1971; Santa Barbara, CA, Joseph Meyr.

Coast Guard certification: Passenger Vessel (Subchapter T).

2. Trainees: 25 (day), 12 (overnight). Crew:

Captain Rod Phillips, Crosscurrent Voyages, Contact: 92 Seabreeze Drive, Richmond, CA 94804-7410; Phone/fax: 510-234-5054

E-mail: RodPhillips@compuserve.com

Viągara

n September 10, 1813, a small squadron of nine warships under the command of Commodore Oliver Hazard Perry defeated a British squadron of six ships near Put-In Bay. This naval engagement gave control of Lake Erie to the United States and forced the withdrawal of British forces that had invaded the Northwest Territory during the War of 1812. Perry's report of the victory - "We have met the enemy and they are ours ... " - and his battle flag emblazoned with the legend "Don't give up the ship" are the best known remembrances of this battle. The

present Niagara was built in 1988-90, and has auxiliary power and modern

navigational equipment.

Niagara is inspected as an attraction vessel in port, and sails as an Uninspected Vessel. Her mission is to present living



history, which in turn requires training of volunteer crew to sail the ship. Niagara's typical schedule is two day-sails per week and several weeks of voyaging to other ports for public visitation, usually a fourday passage and three days in port.

Flag: Rig:

USA. Brig.

Home port/waters:

Erie, PA: Coastwise and Great Lakes.

Who sails?

School groups from middle school through college,

as well as individuals and families.

Program type: Specifications: Sail training for crew and apprentices. Sea education based on

informal in-house programming. Dockside interpretation.

Sparred length: 198' LOD: 116 LOA: 123'

Draft: 11' Beam: 32' 6" Rig height: 121' Hull: wood

Sail area: 12,600 sq. ft. Tons: 162 GRT Power: twin 180 hp diesels

Designer: Built:

Melbourne Smith. 1988; Erie, PA.

LWL: 110'

Coast Guard

certification:

Uninspected Vessel and Attraction Vessel.

Crew: 40. Sex: coed.

Contact:

Captain Walter P. Rybka, Pennsylvania Historical and Museum Commission, 150 East Front Street, Suite 100, Erie, PA 16507; 814-452-2744, FAX 814-455-6760.

E-mail: Web site:

sail@brigniagara.org http://www.brigniagara.org

. Niña



Niña, Pinta, and Santa Maria are the three replica ships built by the Spanish government to commemorate the 500th anniversary of Christopher Columbus's voyage from Spain to the Bahamas in 1492. Niña is certified as a Sailing School Vessel. The three vessels are berthed adjacent to the Corpus Christi

Museum of Science and History, which houses artifacts from one of the oldest

known Spanish shipwrecks in the Americas. The museum also houses the Smithsonian Institution's "Seeds of Change" exhibit, which traces the impact of the European "discovery" on the indigenous peoples of the Americas and on Europe, including the exchange of flora, fauna, technology, and disease.

TH	TTCA
Flag:	USA.

15th-century caravel, 3-masted. Rig:

Home port/waters: Corpus Christi, TX: Corpus Christi Bay. School groups from elementary through college. Who sails?

Adults and families. Court referrals in some cases.

Sail training for crew and apprentices. Sea education in cooperation with Program type: other organized groups and based on informal, in-house programming.

Dockside interpretation in port. Affiliated institutions include

Corpus Christi Museum of Science and History.

Draft: 7' Sail area: 1,507 sq. ft. Sparred length: 93' Specifications:

Tons: 49 GRT Beam: 21' LOD: 64' Power: 3208 Caterpillar diesel LOA: 72' Rig height: 57'

Freeboard: 5' Hull: wood LWL: 59'

Dr. José Maria Martinez Hidalgo, Barcelona Maritime Museum. Designer:

1989; Spain, Cartagena Naval Shipyard. Built:

Coast Guard

Sailing School Vessel (Subchapter R). certification:

Crew: 3. Trainees: 15-20. Age: 14-70. Sex: coed. Dockside visitors: 90.

Contact: José Antonio Barrera, Director/Ships' Operations, Columbus Fleet Association, 1900 North Chaparral Street,

Corpus Christi, TX 78401; 512-882-1232; FAX 512-882-1261.

Norseman

Built in 1992, the Leif Ericson Viking Ship Norseman offers Americans a glimpse of Viking culture and reminds everyone of the first discovery of North America by Europeans; Leif Ericson and his fellow Vikings who sailed from Greenland in about the year 1000 to explore new lands to the west.

Crew members appear in full Viking costume, share their interests in Viking culture and

their Scandinavian heritage, and practice their sailing and rowing skills. *Norseman* appears at sailing events and Scandinavian festivals from April through November, traveling throughout the northeastern United States and as far as Georgetown, Texas.

The highlight of the 1998 season was a visit by *Norseman* and 14 crewmembers to Stockholm, Sweden, to take part in a summer "Viking Invasion" as part of Stockholm's Kultur98 festivities.



Norseman was the only US Viking ship to take part, flying the US flag and bearing on its shields the colors honoring the Nordic countries: Iceland, Greenland, and Canada.

Norseman has taken part in sailing events on the east coast of the US and Sweden. In 1995, she appeared in the Greystone Productions documentaries "Biography: Leif Ericson" and "Ancient Mysteries: Vikings in North America" which aired on national TV.

Flag: USA.

Rig: Viking longship.

Home port/waters: Wilmington, DE: Chesapeake Bay, Delaware River, Jersey Shore,

New York Bay, Hudson River, and Long Island Sound.

Program type: Sail training for crew and apprentices. Sea education in maritime

history relevant to Viking period. Dockside interpretation.

Cost: \$25 per year for Members; \$10 per year for Friends. Specifications: Sparred length: 42' Draft: 3'

Sparred length: 42' Draft: 3' Sail area: 297 sq. ft.
LOD: 32' Beam: 9' Tons: 2 GRT
LOA: 40' Rig height: 30' Power: 25 hp outboard

LWL: 30' Freeboard: 3' Hull: fiberglass

Designer: Applecraft, Inc.

Built: 1992; Isle of Man, UK, Applecraft, Inc. Crew: 7-12. Trainees: 7-12. Dockside visitors: 18-20.

Contact: Dennis Johnson, President, Leif Ericson Viking Ship, Inc.,

15 West Highland Ave., Philadelphia, PA 19118; 215-242-3063; FAX 215-242-3119

or Captain David Segermark, 144 Ridgefield Rd.,

Newtown Square, PA 19073-3825; 610-356-3723; FAX 610-356-3148.

E-mail: Viking@libertynet.org.

Web site: http://www.Libertynet.org/~viking

Northern Light



Torthern Light, a 12-meter sloop, was built in 1938 as a gift to young Lee Loomis from his father. She was later owned by the Greek shipping tycoon Steven Niarchos, during her involvement in the America's Cup under the name of Nereus.

A long-time racing rival of *Gleam*, the beautiful Northern Light sank at the dock in Lake Michigan after her Cup service.

She was bought and raised by Bob Tiedemann 14 years ago, after which she underwent extensive reno-

vation before returning to Newport. Together, Gleam and Northern Light offer a unique team building program called "Your Own America's Cup Regatta" created over 12 years ago. Each boat accommodates 13 guests plus 3 crew members. No previous sailing experience is necessary to participate. Group and corporate outings are available in Newport, RI and other New England ports.

USA. Flag:

Sloop (12-meter). Rig:

Home port/waters: Newport, RI: Narragansett Bay. Corporations who charter the vessels for team building and client entertaining. Who sails?

Sail training with paying trainees. Passenger day sails. Program type:

Draft: 9' Sail area: 1,900 sq. ft. Sparred length: 70' Specifications:

Beam: 12' Tons: 30 GRT LOD: 70' Power: diesel Rig height: 90' LOA: 70' Hull: wood LWL: 45'6" Freeboard: 3'

Clinton Crane and Olin Stephens. Designer: 1938; City Island, NY, Henry Nevins. Built:

Coast Guard

certification: Passenger Vessel (Subchapter T).

3. Trainees: 14. Crew:

Elizabeth Tiedemann, Director of Sales & Marketing, Contact:

Seascope Systems, Inc., 103 Ruggles Avenue,

Newport, RI 02840; 401-847-5007; FAX 401-849-6140.

North Star of Herschel Island

The *North Star of Herschel Island* was built in 1935 for use in the Canadian arctic fur trade. She worked from 1936 to 1961 transporting the winter's catch to market when ice conditions permitted sea navigation. She was also employed by her Inuit crew to transport winter supplies from Aklavik and Tuktovaktuk to Sach's Harbour on Banks Island. Except for three winters frozen in the ice, each fall the vessel was hauled onto the beach, using a triple-purchase tackle and hand winch.

With the advent of cargo planes, North Star of Herschel Island was left abandoned on the beach until 1968, when she was found by her second owner (who was making a Northwest Passage under sail) and was re-fitted for use in scientific voyages of the Beaufort Sea. She was subsequently used for surveying the British Columbia/Alaska



border and for sail training with Inuit trainees in the Beaufort Sea and B.C. coast.

North Star of Herschel Island is now the home of her third owners. She is available year-round for sail training, group outings, and other educational purposes.

Flag: Canada.

Rig: Full-rigged ship, 3-masted.

Home port/waters: Victoria, B.C., Canada: Pacific Northwest.

Who sails? School groups from elementary through college, adults, and families.

Court referrals in some cases.

Program type: Sail training for volunteer and paying trainees. Sea education in marine science,

maritime history, and ecology in cooperation with accredited institutions, other organized groups, and as informal in-house programming. Dockside interpretation.

Specifications: Sparred length: 78' Draft: 6' 6" Sail area: 3,000 sq. ft.

 LOD: 58'
 Beam: 15'
 Tons: 30 GRT

 LOA: 66'
 Rig height: 55'
 Power: GM 353 diesel

 LWL: 53'
 Freeboard: 4' 6"
 Hull: wood

Designer: O. Anderson.

Built: 1935; San Francisco, CA, Geo. W. Kness Company.

Crew:

Contact: Mr. and Mrs. Bruce and Sheila MacDonald,

North Star of Herschel Island, Box 8186, Victoria, BC V8W 3R8, Canada;

250-388-6315.

Odyssey



The Odyssey is owned and operated by the Whale Conservation Institute (WCI), a nonprofit organization dedicated to the conservation of whales and their environment through research and education. Dr. Payne, President of WCI and an internationally acclaimed marine scientist, is best known for his pioneering

research on humpback whale songs and his unparalleled long-term research on the right whale. Under Dr. Pavne's leadership, WCI has continually expanded benign whale research techniques. The Institute combines rigorous science with a commitment to the welfare of whales and the ocean environment, and has helped people, regardless of their ideology, to better understand and appreciate the natural world.

WCI's Voyage of the Odyssey Program, an as-

sessment of the baseline levels of bio-persistent toxins in the oceans, will be conducted from the *Odyssey*. In 1995 the *Odyssey* was featured in PBS's "New Explorers series", Discovery Channel's "Finite Oceans," BBC's "Paradise in Peril," and in 1996, the IMAX production "Whales."

Flag: USA. Rig: Ketch.

Home port/waters: Key West, FL & San Diego, CA: Global.
Who sails? High school and college students and adults.

Program type: WCI is developing sea education programs in cooperation with accredited schools and colleges in marine science, including marine mammal research, education, and

conservation programs. Dockside interpretation during port visits.

Specifications: Sparred length: 94' Draft: 11' Sail area: 4,500 sq. ft.

LOD: 85' Beam: 18' 6" Tons: 100 GRT
LOA: 85' Rig height: 89' Power: Detroit diesel

LWL: 69' Freeboard: 6' Hull: steel

Designer: WECO/Whangarei, New Zealand.
Built: 1976; New Zealand, WECO/Whangarei.

Crew: 4; 1 instructor. Trainees: 6.
Contact: Iain Kerr, Director, Whale Conservation Institute,

191 Weston Road, Lincoln, MA 01773; 781-259-0423; FAX 781-259-0288.

E-mail: WCI@WHALE.org
Web site: http://www.whale.org

OMF Ontario (Work in Progress)



n July 2, 1994, the hull of the schooner OMF Ontario was launched amidst the cheers of over 2,500 people from as far away as Florida and California. They came to applaud a six-year commit-

ment by an all-volunteer crew to stimulate interest in and awareness of the Great Lakes. In 1998 all welding was completed, the final ballast in place, and spar construction begun. By late 1999 or early 2000, the OMF Ontario is expected to be ready for sea trials. She will resemble many of the ships built at this location in the 19th century, except that she

is built of welded steel to modern standards and will have backup diesel power. When complete, the schooner will serve as a floating classroom for the Education Through Involvement program. Participants of all ages will have a hands-on learning experience about the history, heritage, resources, ecology, and the future of the Great Lakes.

Flag:

USA.

Topsail schooner.

Home port/waters:

Oswego, NY: Great Lakes.

Who sails? Program type: School children, community groups, and senior citizens.

Passenger day sails for organized groups such as schools, community

organizations, and businesses. Dockside interpretation.

Specifications:

Sparred length: 85'

Draft: 8' Sail area: 2,000 sq. ft.

LOD: 60' LOA: 65' Freeboard: 6' Beam: 16' Rig height: 70' Hull: steel

Power: 100 hp diesel Tons: 42 GRT

Designer: Built:

Francis MacLachlan.

1994; Oswego, NY.

Coast Guard

certification:

Passenger Vessel (Subchapter T).

Crew:

2; 4 instructors. Trainees: 25. Dockside visitors: 40.

Contact:

Dr. Henry Spang, Director,

Education Through Involvement Program,

Oswego Maritime Foundation,

41 Lake Street, Oswego, NY 13126; 315-342-5753.

Oosterschelde



The Oosterschelde is a Dutch three-masted schooner, built in 1918. Owned by a family that also sailed her, the ship remained Dutch until the late 1930's. The Oosterschelde was then Danish owned and later Swedish owned. Modernization took away the sailing power and the engine got bigger. In the 1980's

she became a motor coaster, with no sails left.

In 1988, the Oosterschelde was purchased by the current owners, who were interested in restoring her to her original condition. Many companies, private individuals, and governmental institutions

supported the foundation "The Rotterdam Tall Ship" with a \$1.7 million budget. Since the restoration (1988-1992), the ship has been run by a company established for that purpose. Voyages are sailed with a professional crew of eight, with berths for 24 passengers. Day sail trips are also available.

Flag: The Netherlands. Rig: Schooner, 3-masted.

Home port/waters: Rotterdam, The Netherlands: Worldwide. Who sails? High school students, adults, and families.

Cost: \$100-\$200 per person per day.

Program type: Sail training for crew, volunteer, and paying trainees. Passenger day sail and

overnight passages. Sea education based on informal in-house programming.

Specifications: Sparred length: 164' Draft: 9' 8" Sail area: 8,000 sq. ft.

LOD: 121' Beam: 24' 7" Tons: 400 GRT LOA: 131' Rig height: 115' Power: 360 hp LWL: 115' Freeboard: 4' 4" Hull: steel

Built: 1918; The Netherlands, Apollo.

Crew: 8. Trainees: 36 (day sails), 24 (overnight).

Contact: Captain Dick van Andel, BV Reederij Oosterschelde, PO Box 23429, 3001 KK Rotterdam, The Netherlands;

+ 31-184-653182; FAX + 31-184-653182.

E-mail: tromp@euronet.nl

Web site: http://www.caiw.nl/~pou/index.htm

Pacific Grace (Work in Progress)



C ince the retirement of SALTS flagship, the Robertson II, at the end of

the 1995 sail training season, Pacific Grace has been taking shape at the SALTS Heritage Shipyard in the inner harbor at Victoria, British Columbia. The lines of the old ship, one of Canada's last original Grand Banks fishing schooners, have been carefully copied and a new replica vessel is well underway. Construction is of doublesawn fir frames, and she is the largest wooden sailing vessel presently being built in Canada using traditional methods. The

boat building team consists largely of skippers and crew members of other SALTS vessels, ably assisted by volunteers and past trainees.

The maiden voyage is scheduled to take place upon completion with a 22month world circumnavigation. The Pacific Grace will join the Pacific Swift in providing both coastal and offshore sail training voyages for approximately 1,000 young people each year.

Sail area: 5,637 sq. ft.

Flag: Canada.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Victoria, British Columbia: Pacific Northwest, Pacific Ocean.

Who sails? Students and young adults aged 13-25.

Season: March to October.

Cost: \$85 CDN per 24 hours per trainee.

Program type: Sail training.

LOD: 105' Beam: 22' 2" Tons: 170 GRT LOA: 107' 10" Power: twin diesels

Draft: 11'

Rig height: 105' LWL: 93' Freeboard: 5' Hull: wood

Built: Under construction; Victoria, British Columbia, SALTS.

Canadian Coast Guard

Specifications:

certification: Passenger Vessel and Sailing School Vessel.

Sparred length: 130'

Crew: 5; 3 instructors. Trainees: 40 (day); 30 (overnight).

Contact: Captain Martyn J. Clark, Executive Director, Sail and Life Training Society (SALTS),

PO Box 5014, Station B, Victoria, British Columbia V8R 6N3 Canada;

250-383-6811; FAX 250-383-7781.

Pacific Swift



Built as a working exhibit at Expo '86 in Vancouver, British Columbia, the Pacific Swift has sailed over 100,000 deep-sea miles on training voyages for

young crew members. Her offshore travels have taken her to Australia and Europe, to remote communities on Easter and Pitcairn Islands, and to many other unusual and far-flung ports of call.

When not offshore, the *Swift* provides coastal sail training programs among the cruising grounds of the Pacific Northwest which include shorter school programs in the spring and fall and 10-day summer trips open to any-

one aged 13 to 25.

Each year over one thousand young people participate in an experience which combines all aspects of shipboard life, from galley chores to helmsmanship, with formal instruction in navigation, pilotage, seamanship, and small boat handling. Rooted in Christian values, SALTS believes that training under sail provides the human spirit a real chance to develop and mature. SALTS received the 1998 Sail Training Program of the Year Award from the American Sail Training Association.

Flag: Canada.

Rig: Square topsail schooner, 2-masted.

Home port/waters: Victoria, B.C., Canada: Pacific Northwest, North and South Pacific, Caribbean,

and Atlantic.

Who sails? Individuals and groups.

Season: Year-round.

Cost: Canadian \$80 per day per 24 hours.
Program type: Offshore and coastal sail training.

Specifications: Sparred length: 111' Draft: 10' 8" Sail area: 4,111 sq. ft.
LOD: 78' Beam: 20' 6" Tons: 98 GRT

LOD: 78' Beam: 20' 6" Tons: 98 GRT LOA: 83' Rig height: 92' Power: Isuzu diesel 220 hp

LWL: 65' Freeboard: 3' 6" Hull: wood

Built: 1986; Vancouver, British Columbia, SALTS.

Canadian Coast Guard

certification: Canadian passenger vessel; sail training vessel.

Crew: 5. Trainees: 30. Age: 13-25. Sex: coed.

Contact: Captain Martyn J. Clark, Executive Director,

SALTS Sail and Life Training Society, Box 5014, Station B, Victoria, British Columbia V8R 6N3 Canada;

250-383-6811; FAX 250 -383-7781.

Web site: http://www.schoonerman/pacswi.htm

Palawan

esigned and built in 1965 as an ocean racer under the old Cruising Club of America rule, Palawan achieved a number of firsts. An early aluminum yacht, she was the first offshore boat to use the fin keel. Although she could not keep up with the newer hulls encouraged by the IOR rule, everyone spoke highly of the boat, and designer Olin Stephens declared her "perhaps the easiest steering boat I ever drew." Her racing career has been an active one, and she was used by the Maine Maritime Academy for over 10 years as a training vessel—a long time for a donated boat!

Palawan has operated as a passenger vessel since 1988 in Portland, Maine, serving both individuals and groups, and she is a popular vehicle for fundraising



events for groups such as Friends of Casco Bay, Maine Island Trails, and others. A winter season may be spent as a yacht in warmer waters with up to six crew aboard.

USA. Flag: Cutter. Rig:

Home port/waters: Portland, ME: Casco Bay, Caribbean.

Who sails? Students, adults, and groups.

Cost: \$125 per person per day; \$950 group rate. Program type:

Sail training with team-building activities for paying trainees.

Passenger day sails and overnight passages. Specifications:

Draft: 8' 1" Sparred length: 58' Sail area: 1,308 sq. ft. LOD: 58' Beam: 12' 4" Tons: 24 GRT LOA: 58' Rig height: 68' Power: 60 hp LWL: 40' Freeboard: 4' 4" Hull: aluminum

Designer: Olin Stephens.

Built: 1965; New York, NY, Derecktor.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 2 (day), 3 (overnight). Trainees: 24 (day), 6 (overnight).

Contact: Captain Tom Woodruff, Palawan Services, Inc.,

PO Box 9715-240, Portland, ME 04104; 207-773-2163; FAX 207-781-5530.

E-mail: palawan@nlis.net Website: http://sailpalawan.com

Pathfinder



Tall Ship Adventures conducts sail training on board *Pathfinder*, a square-rigged ship designed specifically for youth sail training on the Great Lakes. Since 1964 over 15,000 young people have lived and worked aboard *Pathfinder* and her sister ship, *Playfair*.

Youth between the ages of 14 and 18 become the working crew on 1 or 2 week adventures, making 24-hour passages from ports all over the Great Lakes. The program is delivered by youth officers between the ages of 15 and 18, trained and qualified during Tall Ship Adventures' Winter Training Programs. The captain and

first mate are the only adults on board. Every year each ship sails over 4,000 miles, spends over 40 nights at sea, and introduces 300 trainees to the tall ship experience. *Pathfinder* is owned and operated by Toronto Brigantine, Inc., a registered charity.

Flag: Canada. Rig: Brigantine.

Home port/waters: Toronto, Ontario, Canada: Great Lakes.

Who sails? In July and August, youth programs for ages 14-18; in May, June, and September,

school groups from middle school through college, and interested adult groups.

Cost: \$675 CDN for 1 week, \$1,175 CDN for 2 weeks. Call for spring and fall group rates.

Program type: Sail training for paying trainees, including seamanship and leadership training

based on informal in-house programming. Shoreside winter program. Dockside interpretation. Affiliated institutions include the Canadian Sail

Training Association and the Ontario Camping Association.

Specifications: Sparred length: 72' Draft: 8' Sail area: 2,600 sq. ft.

LOD: 58' Beam: 15'3" Tons: 31.63 GRT

LOA: 60' Rig height: 54' Power: Volvo TAMD41 150 hp diesel LWL: 45' Freeboard: 4' Hull: steel

Designer: Francis A. Maclachlan.

Built: 1963; Kingston, Ontario, Kingston Shipyards.

Crew: 10. Trainees: 25 (day), 18 (overnight).

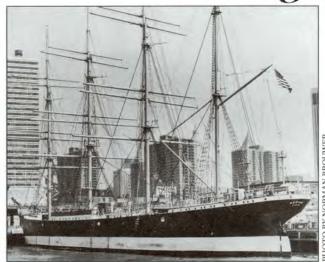
Contact: Catharine McLean, Executive Director, Toronto Brigantine, Inc.,

283 Queen's Quay West, Toronto, ON, M5V 1A2, Canada; 416-203-9949; FAX 416-203-0725.

E-mail: torbrig@the-wire.com

Web site: http://www.the-wire.com/torbrig

Peking



Peking was launched in 1911 at Hamburg, Germany by the Blohm & Voss shipyard. She was owned by the F. Laeisz Company of that port, who used her to carry fuel and manufactured goods to the West Coast of South

America, around Cape Horn, and return to European ports with nitrate mined in northern Chile.

With her four-masted barque rig, steel hull and masts, and mid-ship bridge deck, *Peking* represents the final generation of sailing ships built for world trade. Though a product of the 20th century, she still sailed in the traditional way, with few labor-saving devices or safety features. Her crew followed the standard sailing vessel routine of four hours on duty and four hours off-duty, around the clock,

seven days a week.

Peking was retired in 1933, when steamers using the Panama canal took over what was left of the nitrate trade. She served as a nautical school for boys, moored on a British river, until she was acquired by the South Street Seaport Museum in 1974. She now serves as a floating dockside exhibit. Educational programs for children and young adults take place onboard, with a wet lab on the ship interpreting the biology of New York harbor.

Flag:

USA.

Rig:

Barque, 4-masted. New York, NY.

Home port/waters: Cost:

\$3 per person.

Program type:

Sea education in marine science, maritime history, and

ecology based on informal in-house programming.

Specifications:

Sparred length: 377' 6" Draft: 16' LOD: 320' Beam: 45' 8"

Rig height: 170' 5"

Hull: steel

Built:

1911; Hamburg, Germany, Blohm & Voss.

Contact:

Blake Lannon, Director, Public Affairs,

South Street Seaport Museum,

207 Front Street, New York, NY, 10038; 212-748-8733; FAX 212-748-8610.

Web site:

http://www.southstseaport.org

Sail area: 44,132 sq. ft.

Tons: 3,100 GRT

Phoenix



he coastal schooner Phoenix was built on Long Island in 1984 as a replica of the type of vessels plying the waters off Long Island Sound at the turn of the century. Phoenix was first used as a cargo vessel from Port Jefferson, New York to Bridgeport, Connecticut, before carrying passengers over the same route for day trip excursions. In the mid-1980's the Nassau County Board of Education used her as a platform for their marine biology public school education program. The vessel was then sold and moved to the Bahamas.

In 1993 Phoenix returned to Long Island and was acquired by the Coastal Ecology Learning Program, offering environmental education for schoolchil-

dren, families, and adults. The vessel is also available for private functions. Phoenix travels the length of Long Island Sound, offering educational programs and sailing experiences to the public.

USA. Flag:

Gaff schooner. Rig:

Huntington, NY: Long Island Sound. Home port/waters:

School groups from elementary through college, adults and families. Who sails?

\$25 per person per 3-hour sail, \$750 group rate per day. Cost:

Sail training for volunteer and paying trainees. Program type:

Sea education in marine science and ecology in cooperation with other groups.

Passenger day sails, dockside interpretation during port visits.

Sail area: 1,600 sq. ft. Draft: 6' Sparred length: 71' Specifications:

Tons: 40 GRT Beam: 16' LOD: 56' Power: diesel LOA: 56' Rig height: 60'

Hull: steel LWL: 53' Walter Merrit.

Designer: 1984; Patchogue, NY, Greg Brazier. Built:

Coast Guard

certification: Passenger Vessel (Subchapter T). Crew: 4. Trainees: 30.

Captain Dennis F. Watson, Contact:

Coastal Ecology Learning Program, PO Box 473, Huntington, NY 11743; 516-385-CELP(2357); FAX 516-385-2357

celp@specdata.com E-mail:

Picara



he Nauset Sea Scouts have just celebrated

more than 50 years of sail training. This program teaches seamanship and sailing to young people between the ages of 14 and 20 through education and annual cruises along the New England Coast. While on cruises, each scout takes part in every aspect of the voyage, including planning, cooking, navigation, sail repair,

and sailing the vessel. The Nauset Sea Scouts have participated in such tall ships gatherings as the New York World's Fair 1964, Montreal's Expo '67, OpSail '76, Boston's 350th anniversary in 1980, and the Grand Regatta 1992 Columbus Quincentenary in both New York and Boston.

USA. Flag: Sloop. Rig:

Home port/waters: Eastham, MA: New England coast.

Sea Explorers, middle school and high school students. Who sails?

Sail training for crew and apprentices. Program type:

Sea education in maritime history and ecology in cooperation with Sea Scouts.

Dockside interpretation during outport visits. Draft: 5' 6" Sail area: 750 sq. ft. Specifications: Sparred length: 36'

LOA: 36' Beam: 12' Tons: 15 GRT Power: Perkins diesel LWL: 28' Rig height: 49' Freeboard: 4' Hull: fiberglass

S-2 Yachts. Designer:

Built: 1982; Holland, MI, S-2 Yachts.

Crew: 2. Trainees: 20 (day); 11 (overnight). Age: 14-20. Sex: coed.

Contact: Captain Michael F. Allard, Nauset Sea Explorers,

PO Box 1236, Orleans, MA 02653;

508-255-8150.

E-mail: mallard@capecod.net

Picton Gastle



he 300-ton steel barque Picton Castle is dedicated to making global circumnavigations and visiting such exotic ports as Pitcairn Island, Tahiti, Tonga, Samoa, and Bali. Instruction is provided in rigging, sailmaking, small boat handling, navigation, and all manner of practical seamanship. While sailing in the

trade winds she carries trade goods and supplies in her cargo hold to faraway lands. In addition, she makes shorter trips between world voyages, and will race to Europe as a part of Tall Ships 2000®.

The Picton Castle served as flagship of the United Nations UNESCO "Year of the Ocean 1998," delivering environmental education materials provided by NOAA throughout the South Pacific, East Africa, South America, and the Caribbean. The ship partners with the Tidal Passages program, bringing the seagoing and cultural experiences of the crew and scientific information gathered abroad to school children by electronic media.

Rigged to Germanischer Lloyds' rules for Cape Horners and outfitted to the highest standard with safety gear, the Picton Castle is a strong, seaworthy home for adventurers devoted to learning the art of square-rig seafaring. Under the experienced command of Captain Daniel Moreland, the crew of the barque Picton Castle experiences the life of sailors of days past.

Flag:

Cook Islands.

Rig:

Barque, 3-masted.

Home port/waters:

Avatia, Raratonga, Cook Islands: Worldwide.

Who sails?

Adults over 18.

Program type:

Specifications:

Sail training for crew and paying trainees. Sea education in cooperation with accredited institutions and other organized groups. In-house training in seamanship, navigation, and AB license preparation. Dockside interpretation during port visits.

Sparred length: 176'

Affiliated institutions include UNESCO, NOAA, and Winstar for Education. Sail area: 12,450 sq. ft. Draft: 14' 6"

LOD: 135 LOA: 148'

Beam: 24' Rig height: 100' Freeboard: 6'

Tons: 284 GRT Power: 690 hp diesel Hull: steel

LWL: 130'

Cochrane's Shipbuilding.

Designer: Built:

1928; Selby, England, Cochrane's Shipbuilding.

Certification:

Cook Islands Registered Training Ship.

Crew:

12. Trainees: 35. Sex: coed.

Contact:

David Robinson, Voyage Coordinator, Windward Isles Sailing Ship Company, 31 Summer Street, Nashua, NH 03060-2338; 603-881-9377; FAX 603-881-4492.

E-mail:

wissco@juno.com

Web site:

http://www.picton-castle.com

Lilgrim

The *Pilgrim* is a fullscale replica of the ship immortalized by Richard Henry Dana in his classic book Two Years Before the Mast. Owned and operated by the Orange County Marine Institute, Pilgrim is dedicated to multidisciplinary education. During the school vear, the Marine Institute offers an 18-hour, awardwinning living history program that offers a hands-on exploration of

literature, California history, and group problem solving in which crew members recreate the challenge of shipboard life. Students live like sailors of the 1830's as they hoist barrels, row in the harbor, stand night watches, swab the decks, and learn to cope with a stern captain.

On summer evenings, audiences are treated to the sights and sounds of the sea



as the Pilgrim's decks come alive with theatrical and musical performances. In late summer the Pilgrim sails on her annual cruise with an all-volunteer crew to ports along the California coast as a goodwill ambassador for the City of Dana Point. She returns in September to lead the annual tall ship parade and festival.

USA. Flag:

Snow brig. Rig:

Home port/waters: Dana Point, CA: Point Conception to Ensenada, Mexico.

Season: Year-round.

Who sails? Student groups and individual volunteers.

Program type: Maritime history and environmental studies for youth at risk.

Specifications: Sparred length: 130' Draft: 9' Sail area: 7,600 sq. ft.

LOD: 98' Beam: 24' 6" Tons: 99 GRT Freeboard: 8' Power: diesel Rig height: 104'

Hull: wood Ray Wallace.

Designer: Built: 1945; Holbaek, Denmark, A. Nielsen.

Coast Guard

Crew:

certification: Uninspected Vessel.

Contact: Daniel Stetson, Director of Maritime Affairs,

35. Dockside visitors: 50.

Orange County Marine Institute,

24200 Dana Point, Dana Point, CA 92629; 949-496-2274; FAX 949-496-4296.

Web site: http://www.ocmi.org

Lilgrim .



The *Pilgrim* sails primarily the waters of Lake Ontario and the Thousand Islands area of the St. Lawrence River. This schooner's main mission lies in creating an interest and appreciation of the Great Lakes maritime heritage and envi-

ronment. The *Pilgrim* offers adult sail training, pri-

vate charters, and participation in historical reenactments and festivals.

The captain and crew welcome the challenge of fulfilling your dreams through unique hands-on opportunities designed especially for you or your group.

Flag: USA.

Rig: Gaff schooner.

Home port/waters: Oak Orchard River, NY: Lake Ontario,

Thousand Islands area of St. Lawrence River. High school students, adults, and families.

Who sails? High school stud Season: May to October.

Cost: \$100 per person per day, \$600 group rate per day.

Program type: Sail training for paying trainees. Sea education in cooperation with organized

groups and as part of informal in-house programming.

Specifications: Sparred length: 68' Draft: 6' Sail area: 1,850 sq. ft.
LOD: 52' Ream: 15' Tops: 33 GRT

LOD: 52' Beam: 15' Tons: 33 GRT LOA: 52' Rig height: 58' Power: 85 hp diesel LWL: 44' 3" Freeboard: 3' 6" Hull: steel

William Wood.

Designer: William Wood.

Built: 1987: Norfolk, VA, Marine Metals

Built: 1987; Norfolk, VA, Marine Metals. Coast Guard

certification: Uninspected Vessel.

Crew: 3. Trainees: 6. Sex: coed.
Contact: Captain Gary Kurtz,
Pilgrim Packet Company,

PO Box 491, Kendall, NY 14476;

716-682-4757.

Lilgrim of Newport

Built by one man as a life-time dream, *Pilgrim of* Newport was constructed over 13 years to plans purchased from the Smithsonian Institution. She is a traditionally built accurate replica of a 1770's privateer used during the American Revolution. Predecessor to the Baltimore Clipper, similar vessels were known for their speed and were used for smuggling and the slave trade. Pilgrim of Newport's mission in the 20th century is marine education for children of all ages.

Sailing with the Catalina Island Marine Institute, Pilgrim of Newport does 3 and 5day marine science-based programs which include snorkeling and hiking on Catalina Island. The vessel is also used by the Orange County Marine Institute in their liv-



ing history programs. Whale watching, corporate team-building, and cannon battles are just some of the activities available on *Pilgrim of Newport*. The goal is to provide a platform where dreams are realized and the ocean's strength, beauty, and history are directly experienced.

Flag: USA.

Rig: Gaff topsail schooner.

Home port/waters: Newport Beach, CA: Southern California.

Who sails? School groups from elementary school through college,

as well as adult education groups. Individuals and families of all ages.

Cost: \$45-\$65 per person per day, \$1000-\$2000 group rate per day.

Program type: Sail training for volunteer crew or trainees. Sea education in marine science, maritime

history, and ecology based on informal in-house programming and in cooperation with

other organizations. Day sails and overnight passages.

Affiliated institutions include the Orange County Marine Institute, other

school education programs, and museums.

Specifications: Sparred length: 118'

Draft: 10' Sail area: 5000 sq. ft. LOD: 83' Beam: 25' Power: diesel LOA: 83' Rig height: 100' Hull: wood

LWL: 79'

Designer: Records from the Smithsonian Institution, working drawings by Howard Chapelle.

Built: 1983; Costa Mesa, CA, Dennis Holland.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 9. Trainees: 82 (day); 40 (overnight). Contact: Wade and Susan Hall, Pilgrim of Newport,

611 9th Street, Coronado, CA 92118; 714-966-0686; FAX 714-966-0686.

E-mail: sailpilgrim@earthlink.net

Web site: http://www.sailpilgrim.com

Pinta



Niña, Pinta, and Santa Maria are the three replica ships built by the Spanish government to commemorate the 500th anniversary of Christopher Columbus's voyage from Spain to the Ba-

hamas in 1492. Pinta is certified as a Sailing School Vessel. The three vessels are berthed adjacent to the Corpus Christi Museum of Science and History, which houses artifacts from one of the oldest known Spanish shipwrecks in the Americas. The museum also houses the Smithsonian Institution's "Seeds of Change" exhibit, which traces the impact of the European "discovery" on the indigenous peoples of the Americas and on Europe, including the exchange of flora, fauna, technology, and disease.

Flag: USA.

Rig: 15th-century, square rig. Home port/waters: Corpus Christi, TX.

Who sails? School groups from elementary school through college.

Individuals, adults, and families.

Program type: Sail training for crew and volunteer trainees.

Sea education in cooperation with accredited institutions and other groups.

Sparred length: 96' Draft: 7' Sail area: 2,008 sq. ft. LOD: 53' Beam: 24' Tons: 52 GRT

LOA: 75' Rig height: 60' Power: 3208 Caterpiller diesel

LWL: 66' Freeboard: 6' Hull: wood

Designer: Dr. José María Martinez Hildalgo.

Built: 1990; Isla Cristina, Spain, Astilleros Reunidos.

Coast Guard

Specifications:

certification: Sailing School Vessel (Subchapter R).
Crew: n/a. Trainees: 25 (days), 20 (overnight).

Contact: José Antonio Barrera, Director/Ships Operations,

Columbus Fleet Association,

1900 North Chaparral Street, Corpus Christi, TX 78401;

512-882-1232; FAX 512-882-1261.

Pioneer

Pioneer was originally built at Marcus Hook, Pennsylvania in 1885 to carry sand from the mouth of Delaware Bay to an iron foundry in Chester, Pennsylvania. She was re-rigged as a schooner 10 years later when the sloop rig lost favor, primarily because the large single sail took more crew to handle than the smaller sails of two-masted schooners.

Almost all American cargo sloops and schooners

were wood, but because she was built in what was then this country's center of iron shipbuilding, *Pioneer* was built with a wrought iron hull. She was the first of only two cargo sloops built of iron in this country, and is the only American merchant sailing vessel with an iron hull still in existence.

By 1930, *Pioneer* had been moved to Massachusetts, fitted with an engine, and



was no longer using sails. Eventually abandoned, she was acquired in 1966 by Russell Grinnell, Jr. of Gloucester, Massachusetts. He rebuilt her hull with steel plating and restored the schooner rig. Upon his death in 1970, *Pioneer* was donated to the South Street Seaport Museum. She now takes school groups and others on tours of New York Harbor and on spring and fall coastwise tours.

Flag: USA.

Rig: Gaff schooner, 2-masted.

Home port/waters: New York, NY: New York Harbor, Hudson River and Atlantic coast.

Who sails? School groups from elementary school through college.

School groups from elementary school through conege

Individuals, adults, and families.

Season: Spring, summer, and fall.

Program type: Sail training for crew and volunteers. Sea education in marine science, maritime

history, and ecology in cooperation with accredited institutions and other organized

groups. Passenger day sails. Dockside interpretation during port visits.

Specifications: Sparred length: 102' Draft: 4' 8"(min.), 12'(max.) Sail area: 2,70

Sparred length: 102' Draft: 4' 8"(min.), 12'(max.) Sail area: 2,700 sq. ft.
LOD: 65' Beam: 21' 6" Tons: 43 GRT
LOA: 65' Rig height: 79' Power: diesel

LWL: 58' 11" Hull: steel

Built: 1885; Marcus Hook, PA, Pioneer Iron Works (rebuilt 1968; Somerset, MA)

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew:

Contact: Captain Amy Gilbert, South Street Seaport Museum,

207 Front Street, New York, NY 10038; 212-748-8684; FAX 212-748-8610.

Web site: http://www.southstseaport.org

Playfair



Tall Ship Adventures conducts sail training on board *Playfair*, a square-rigged ship designed specifically for youth sail training on the Great Lakes. Since 1964 over 15,000 young people have lived and worked aboard *Playfair* and her sister ship, *Pathfinder*.

Canada.

Youth between the ages of 14 and 18 become the working crew on 1 or 2 week adventures, making 24-hour passages from ports all over the Great Lakes. The program is delivered by youth officers between the ages of 15 and 18. Our youth officers are trained and qualified during Tall Ship Adventures' Winter Training Programs. The captain and first mate

are the only adults on board. Every year each ship sails over 4,000 miles, spends over 40 nights at sea, and introduces 300 trainees to the tall ship experience. *Playfair* is owned and operated by Toronto Brigantine, Inc., a registered charity.

I lag.	Canada.		
Rig:	Brigantine.		
Home port/waters:	Toronto, Ontario, Canada: Great Lakes.		
Who sails?	In July and August youth programs for ages 14-18; in May, June, and September school groups from middle school through college, and interested adult groups.		
Cost:	\$675 CDN for 1 week; \$1,175 CDN for 2 weeks (summer youth rate). Call for spring and fall group rates. Also day sails and group rates.		
Program type:	Sail training for paying trainees, including seamanship and leadership training based on in-house programming. Shoreside winter program. Dockside interpretation. Affiliated institutions include the Canadian Sail Training Association and the Ontario Camping Association.		
Specifications:	Sparred length: 72' LOD: 58' LOA: 60' LWL: 45'	Draft: 7' 6" Beam: 16' Rig height: 54' Freeboard: 4'	Sail area: 2,600 sq. ft. Tons: 32.98 GRT Power: Detroit Diesel 3-71, 110 hp Hull: steel
Designer:	Francis A. Maclachlan.		
Built:	1973; Kingston, Ontario, Canada, Canada Dredge and Dock Co.		
Crew:	10. Trainees: 25 (day), 18 (overnight).		
Contact:	Catharine McLean, Executive Director, Toronto Brigantine, Inc., 283 Queen's Quay West, Toronto, ON, M5V 1A2, Canada; 416-203-9949; FAX 416-203-0725.		
E-mail:	torbrig@the-wire.com		
Web site:	http://www.the-wire.com/torbrig		

Flag:

Potomac



Potomac is a dory boat, a work boat native to the Potomac River. Once these boats filled the river, oystering, fishing, and hauling cargo. Launched in 1995, the Alexandria

Seaport Foundation's *Potomac* is the first sailing dory built on the river in over 50 years. Built by volunteers and apprentices of ASF's Craddock Boat Building School, the Dory Boat *Potomac* serves as a floating classroom for groups of up to

28. Students gain the experience of sailing aboard a native Potomac River watercraft while conducting on-the-water studies that reinforce lessons in environmental science and history taught in the classroom.

Flag: USA.

Rig: Leg-o-mutton, two masted
Home port/waters: Alexandria, VA: Potomac River.
Who sails? Student groups and individuals.

Season: Spring through fall.

Program type: Sail training and sea education in environmental studies.

Specifications: LOD: 42' Tons: 7.2 GRT Draft: 2' 6"
Power: diesel Beam: 12' 6"

Hull: native yellow pine, white oak, white cedar.

Built: 1995; Alexandria, VA, Craddock Boat Building School.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 2. Passengers: 28.

Contact: Joe Youcha, Executive Director, Alexandria Seaport Foundation, 1000 South Lee Street,

Jones Point, Alexandria, VA 22314; 703-549-7078; FAX 703-549-7615.

E-mail: asfhqs@aol.com

Web site: http://www.capaccess.org/asf

Pride of Baltimore ll



The *Pride of Baltimore II* is a topsail schoner built to the lines of an 1812-era Baltmore Clipper. Owned by the State

of Maryland and operated by Pride of Baltimore, Inc., her primary mission is to promote tourism and economic development for Maryland and the Port of Baltimore internationally. She also serves as a unique electronic platform for Maryland's students through specially designed curricula used via the Internet. *Pride II* is available for charter and for dockside and sailing receptions in each of her destinations. She can accommodate up to six payng passengers for hire as "working guest crew" between ports of call.

The *Pride of Baltimore II* sails year-round with two full-time rotating captains and a crew of 11. Crew positions are open to qualified individuals. The *Pride of Baltimore II* maintains an international sailing schedule, most recently completing a tour of Asia. The 1999 tour schedule includes a variety of Chesapeake Bay ports and a summer tour through the Great Lakes.

Flag: USA.

Rig: Square topsail schooner, 2-masted.

Home port/waters: Baltimore, MD: Global.

Who sails? Affiliated institutions include corporate clients, and residents of

the State of Maryland and the City of Baltimore.

Season: Year-round.

Cost: \$150 per person per day (working guest crew); \$750 per hour (dockside reception);

\$1,000 group rate per hour (sailing reception).

Program type: Sea education in cooperation with accredited schools and colleges.

Passenger day sails and overnight passages dockside school tours.

Passenger day sails and overnight passages, dockside school tours.

Specifications: Sparred length: 170' Draft: 12' 4" Sail au

 Sparred length: 170'
 Draft: 12' 4"
 Sail area: 10,442 sq. ft.

 LOD: 96' 6"
 Beam: 26'
 Tons: 97 GRT

 LOA: 108'
 Rig height: 107'
 Power: twin 165 hp diesels

Freeboard: 6' Kig neight: Hull: wood

Designer: Thomas C. Gillmer.

Built: 1988; Baltimore, MD, G. Peter Boudreau.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 12. Trainees: 35 (day); 6 (overnight). Age: 18+. Sex: coed. Dockside visitors: 107.

Contact: Mark Jay Belton, Executive Director, Pride of Baltimore, Inc.,

The World Trade Center, 401 East Pratt Street, Suite 222, Baltimore, MD 21202;

410-539-1151; FAX 410-539-1190.

E-mail: pride2@pride2.org

Web site: http://www.pride2.org

Pride of MAN

he Pride of MANY is a 65-foot Spanish Galleon modeled after the Pinta of Columbus fame. Owned and operated by the Youth Services Agency of Pennsylvania, Inc., and named for the Mid-Atlantic Network of Youth and Family Services (MANY), of which YSA is a member, she also serves as part of a comprehensive program for Community Development through Youth. Pride of MANY's mission is to enhance the character of youth through Adventure Challenge Therapy, perform community service projects in the region, and promote awareness of the marine environment, vocations, and heritage.

Clients of YSA can attend single-day events of exploration, fun, and an introduction to the sea and sailing or multi-day adventures that typically provide a lifechanging experience. The Pride and her crew provide an environment that nurtures and encourages the development of skills and attitudes necessary for the education of today's youth. Participants experience the value of communication, understanding,



teamwork, and growth of awareness as well as a maturing of the traits of patience, endurance, persistence, courage, and caution.

Marine communities can receive our assistance with creative community service projects that promote the awareness of the marine environment. These projects demonstrate the energy, talent, and desire that is our future—our youth.

Flag:

Rig: Barque, 3-masted.

Home port/waters: Georgetown, MD: Delaware and Chesapeake Bays, Atlantic.

Who sails? School groups from middle school through college. Individuals under age 25. Trainees are from existing Youth Services Agency of Pennsylvania programs.

Sail training for trainees and agency related volunteers with an emphasis on self esteem Program type: and team building. Sea education in maritime vocational opportunities based on informal

in-house programming. Affiliated institutions include Youth Services of Pennsylvania

and MANY (Mid-Atlantic Network of Youth and Family Services).

Specifications: Sparred length: 75' Draft: 7' 6" Sail area: 3,700 sq. ft.

LOD: 60' Beam: 17 Tons: 50 GRT LOA: 65' Rig height: 70' Power: 130 hp diesel LWL: 55' Freeboard: 5' Hull: steel

Steve Martin.

Built: 1986; Port Stanley, Canada, Steve Martin.

3. Trainees: 6.

Coast Guard

Designer:

Crew:

certification: Uninspected Vessel.

Contact: Harry Thompson, Program Director, Youth Services Agency of Pennsylvania, Inc.,

9 Deerwood Lane, Quakertown, PA 18951; 215-538-7401; FAX 215-538-2985.

E-mail: pop@prideofmany.com

Web site: http://www.prideofmany.com

Providence



The *Providence* is a replica of one of the first ships of the American Navy. The first command of Revolutionary War hero John Paul Jones, the Providence sank or captured 40 British ships during her distinguished naval career, becoming known as the "Lucky Sloop." John Paul Jones said of her, "She was the first, and

she was the best."

The Continental Sloop Providence is a statewide educational, historic, and cultural resource administered by the Providence Maritime Heritage Foundation and the City of Providence, Rhode Island. The primary mission of the *Provi*dence is to inspire and educate the thousands of Rhode Islanders served each year, and to keep Rhode Island's rich maritime heritage alive. As Rhode Island's Flagship, the Sloop Providence serves youth and adults through the successful "Classroom Under Sail" programs which illuminate Rhode Island's maritime history and the importance of Providence in our nation's early development.

The Sloop *Providence* also serves as the Ocean State's sailing ambassador, representing Rhode Island's citizens and cultural heritage at waterfront festivals along the East Coast. The Providence is available for charter, both underway and at dockside, for education, special events, corporate outings, documentary and film use, and historic reenactments.

Sail area: 3,470 sq. ft.

Flag:

Rig: Square topsail sloop.

Providence, RI: Rhode Island (summer), southern coast of US (winter). Home port/waters:

Who sails? School groups from elementary school through college, individuals, and families.

Cost: \$30 per person per day; \$1,200 group rate per day.

Program type: Sail training for crew and volunteers. Fully accredited sea education in marine science,

maritime history, and ecology. Passenger day sails and overnight passages. Dockside

interpretation at home port and during port visits.

Sparred length: 110' Draft: 10' LOD: 80'

Beam: 20' Tons: 68 GRT LOA: 66' 7" Rig height: 94' Power: 170 hp diesel LWL: 59' Freeboard: 8' Hull: fiberglass and wood

Charles W. Wittholz. Designer:

1976; Melville, RI, Seaport '76 Foundation. Built:

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).

Crew: 7-10. Trainees: 24-40 (day), 7 (overnight). Sex: coed.

Bethany Rossi, Executive Director, Continental Sloop Providence, Contact:

PO Box 1261, Providence, RI 02901; 401-274-7447. FAX 401-351-0127

E-mail: sloopprov@aol.com Quinnipiack

D uilt in 1984 for passenger service, Quinnipiack now serves as the primary vessel for Schooner, Inc., an organization dedicated to teaching about the ecology of Long Island Sound. Since 1975, Schooner, Inc. has taught in classrooms, on the shores, and aboard a variety of vessels. Participants of all ages study under sail and explore the ecology of the estuary while getting an introduction to maritime heritage and seamanship. Students work alongside regular crew, learning the lessons in teamwork, self-reliance, flexibility, and interdependence that only sailing vessels can teach.

Quinnipiack programs complement traditional classroom studies in the sciences, mathematics, geography, history, literature, folklore, and social studies. Hands-on learning activities include: collection, identification and interpretation of estuarine organisms, land use, plankton study, piloting, sail handling, seamanship, sediment analysis, water chemistry, and weather.

Seafaring Scientists is a week-long



summer program in basic seamanship and marine ecology for students entering grades 5-8. In the Mates Program, high school students learn the operation and care of a traditional sailing vessel while sailing as a volunteer crew. The permanent crew consists of a licensed captain, mate, deck hands, and scientists, all of whom serve as educators in shipboard programs. Volunteers supplement paid educators and crew.

Flag:

Gaff schooner, 2-masted. Rig:

New Haven, CT: Long Island Sound. Homeport/waters:

Who sails? School groups from middle school through college, individuals and families.

Season: April to November.

Sail training for crew, apprentices, and trainees. Sea education in marine science, maritime Program type:

history, and ecology in cooperation with accredited schools and colleges and as informal in-

house programming. Dockside interpretation during port visits. Passenger day sails.

Specifications: Draft: 4' 6" - 11' Sail area: 2,400 sq. ft.

Sparred length: 92' Tons: 41 GRT LOD: 65' Beam: 20' LOA: 72' Rig height: 75' Power: 119 hp diesel

LWL: 58' Freeboard: 5' 2" Hull: wood

Phil Sheldon. Designer:

1984; Milbridge ME, Phil Sheldon. Built:

Coast Guard certification: Passenger Vessel (Subchapter T).

Crew: 4-8. Trainees: 30. Age: 12-18. Sex: coed.

Captain Robert Boulware, Master/Barbara Fiddler, Acting Executive Director, Contact:

Schooner, Inc., 60 South Water Street, New Haven, CT 06519;

203-865-1737; FAX 203-624-8816.

E-mail: schooner@mail.snet.net

Web site: http://pages.cthome.net/schooner

Raindancer ll



Raindancer II is a unique modern classic. Fashioned from rare Angelique teak, she was finely crafted in Lunenburg, Nova Scotia, in 1981.

Raindancer II was refurbished in 1997/98

and currently sails the Caribbean (including Cuba) and the east coast of

Canada. She is comfortably appointed with private cabins to serve six guests on weekly eco-sailing adventures combining hands-on shipboard activities with shore excursions and exploration.

Flag: Canada.

Rig: Staysail schooner. Home port/waters: Nova Scotia, Canada.

Who sails? Individuals, families, and corporate groups.

Season: Year-round.

Program type: Sail training for paying trainees. Passenger day sails and overnight voyages.

Specifications: LOA: 75' Draft: 8' Sail area: 2,700 sq. ft.
Rig height: 76' Tons: 45 GRT Power: 225 hp diesel

Hull: teak

Designer: Stevens.

Built: 1981; Nova Scotia, Stevens.

Contact: Captain Ron Lipscombe, Raindancer Sailing,

10 Daleview Court,

Peterborough, Ontario, Canada K9J 8E5;

613-542-6349.

E-mail: info@raindancerii.com
Web site: http://www.raindancerii.com

Rattlesnake

he Rattlesnake was built in Nova Scotia during the early 1980's by Captain David May and sailed to Florida. She was built as a two-thirds wooden replica of over 81 feet. Rattlesnake is moored on the downtown waterfront in Jacksonville, Florida, and owned by the Maritime Heritage Foundation, Inc. A select group of the more than 200 members and volunteers of the Foundation is involved

in the restoration of the vessel. These volunteers are learning boat building skills and are preparing Rattlesnake to accom-

modate schoolchildren.

Much of Florida was originally explored and settled by people arriving in



ships very similar to Rattlesnake. Once restoration is completed, the Foundation plans to use the vessel for excursions, nautical and environmental programs, and as a teaching aid for other programs along the Georgia and Florida coasts.

Flag:

Rig:

Barque, 3-masted.

Home port/waters:

Jacksonville, FL: St. Johns River, Atlantic Ocean.

Who sails?

School groups from elementary school through college, individuals, and families. Affiliated groups include Boy Scouts, Police Athletic

League, Duval County Schools.

Program type:

Sail training for volunteer trainees. Sea education in marine science, maritime history, ecology, art, and music in cooperation with other organized groups.

Specifications:

Sparred length: 81' 6"

Power: diesel Hull: wood

LOD: 60' LOA: 70'

Beam: 16'

Rig height: 66'

Designer: Built:

May/Millar via Royal Navy Archives. 1983; Toronto, Canada, David May.

Coast Guard

certification:

Uninspected Vessel. n/a. Trainees: 16.

Crew:

Contact:

Mr. Wayne Moore, President, Maritime Heritage Foundation, Inc., PO Box 806, Jacksonville, FL 32201;

904-741-3030 ext. 109; FAX 904-741-4209.

Web site:

http://rattlesnake.daci.net

Ręgina Chatarina



The *Regina Chatarina* was built in Vlaardingen, The Netherlands in 1915 as a sailing fishing lugger called Dirk. In 1930 she was the last of the sailing luggers in the Dutch herring fleet. After two years of moving from owner to owner in Germany, Sweden, and Denmark, she finally returned to The Nether-

ship was converted into a sailing passenger ship and meets all of the international SOLAS requirements. She is equipped with radar, LORAN, and high seas radio, as well as auxiliary power. Today she is beautifully fitted out and extremely styl-

ish with her classical mahogany wood-

lands in 1978. In 1992 the

work interior.

Flag:

BVI.

Rig:

Schooner, 2-masted.

Home port/waters:

Road Harbour, Tortola, British Virgin Islands: Caribbean.

Who sails?

Individuals and families.

Program type:

Overnight passages with dockside interpretation during port visits.

Draft: 6' 6"

Sail area: 1,770 sq. ft.

Specifications:

Sparred length: 88' 5" LOA: 80' 5'

Hull: steel

Beam: 21' 7" Tons: 129.6 GRT

Power: Cummins 300hp diesel

Built:

1915; Vlaardingen, The Netherlands, De Jong.

Crew:

n/a. Trainees: 22.

Contact:

Dirigo Cruises Ltd., 39 Waterside Lane, Clinton, CT 06413;

860-669-3737; FAX 860-669-3737.

Regina Maris (Work in Progress)



It is the goal of the Friends of Regina Maris to restore Regina Maris to her former status as a fully functional barquentine, certified by the US Coast Guard. During her restoration, the Regina Maris will be used for on-the-job training, teaching shipbuilding, rigging, carpentry, and related trades. People from a wide range of economic and cultural groups will be asked to participate in the restoration process. In conjunction with

her rebuilding, educational exhibits detailing the Regina Maris' history will be displayed at the restoration site.

Upon completion of the restoration, the vessel will be used for a variety of purposes, including sail training for adults, a dockside attraction, and participation in tall ship events.

Flag: USA.

Rig: Barquentine, 3 masted. Home port/waters: Glen Cove, NY.

Who will sail? High school and college students, and adult individuals.

Proposed

Sail training for paying trainees. Sea education in maritime history and program type:

ecology in cooperation with accredited institutions and other groups.

Sparred length: 144' Draft: 10' 10" Sail area: 7,000 sq. ft. Specifications: LOD: 114' 4" Beam: 25' Tons: 400 GRT

Hull: wood Rig height: 108' 3" LOA: 139' 5"

Designer: J. Ring-Anderson.

Built: 1908; Svendborg, Denmark, J. Ring-Anderson. Contact: Ms. Sunny Seitler, Save the Regina Maris Ltd.,

PO Box 152, Glen Cove, NY 11542, 516-656-4704; FAX 516-242-4306.

Resolute



Resolute was built in 1939 for the US Naval Academy at Annapolis, Maryland. She was the third of 12 Luders yawls built for the Navy, and over the course of twenty years it is estimated that some seventy thousand midshipmen trained aboard these yawls. During this time Resolute was

an active participant in intercollegiate and club racing circuits on the East Coast.

Resolute now finds her home on the West Coast. Purchased for one dollar by the Evergreen State College in 1972, she currently provides sail training opportunities and access to Pacific Northwest waters for students and volunteers. Resolute and her companion vessel SeaWulff are used to teach a wide range of interdisciplinary programs which vary from year to year. All of these classes are built around the fundamentals of sailing, seamanship, and navigation. Previous programs include Wooden Boat Building and Repair, Marine Biology and Field Work Methods, Native American Culture Studies, Pacific Northwest History and Development, and Maritime Literature.

Academic programs are available to students enrolled at Evergreen only, though outside charters are considered on a case by case basis. Student and community volunteers assist in maintaining *Resolute* and *SeaWulff* in exchange for sailing opportunities.

Flag:	USA.
Rigg	Yawl

Home port/waters: Olympia, WA: Puget Sound and inland waters of British Columbia.

Who sails? Enrolled students at Evergreen State College. Outside charters on a case by case basis.

Cost: \$225 group rate per day.

Program type: Sail training for volunteer trainees.

Fully accredited sea education in marine science, maritime history, and ecology.

Sparred length: 44' Draft: 6' Sail area: 1,050 sq. ft.

Sparred length: 44 Draft: 6 Sail area: 1,050 sc LOD: 44' Beam: 11' Tons: 12 GRT LOA: 44' Rig height: 60' Power: diesel

LOA: 44' Rig height: 60' Power: diesel LWL: 30' Freeboard: 3' Hull: wood

Designer: Luders.

Built: 1939; Stamford, CT, Luders Marine Construction Company.

Coast Guard certification:

Specifications:

Passenger Vessel (Subchapter T).

Crew: 2. Trainees: 10 (day sails), 5 (overnight).
Contact: Greg Buikema, Marine Operations Manager,

The Evergreen State College, 2700 Evergreen Parkway, Olympia, WA 98505;

360-866-6000; FAX 360-866-6794.

Roald Amundsen

The brig *Roald Amundsen* was originally built in 1952 as a motor-tanker for the East German Navy. After the German reunification she was bought and transformed into her present shape and is now run by the nonprofit association LebenlernenaufSegelschiffen (Learn to Live on Sailing Ships) under the direction of Detley Löll.

Since 1993, Roald Amundsen has sailed between Iceland, St. Petersburg, and the Canary Islands on voyages mainly dedicated to the education and understanding of young people. She has participated in several Cutty Sark Tall Ships® Races.

Roald Amundsen is designed so that she will only sail with all hands onboard helping to sail the ship. Her permanent crew (well trained volunteers) undertakes the challenge of forming the new trainees into a group of enthusiastic young sailors.

While the rig of Roald Amundsen is designed like it was in the 19th century, the interior is built to high standards, with wood paneling and private heads. The vessel was built under the surveil-



lance of Germanischer Lloyd and fully complies to the German "Traditionsschiffsverordnung" (safety

standards for traditional sail training vessels). Her safety standards are the highest available and she is licensed for worldwide voyaging.

Germany. Flag: Rig:

Woljast, Germany: Baltic Sea, Canary Islands, Coral Sea. Home port/waters: Who sails? School groups over 16, individuals, families, and groups. Cost: \$90 per person per day; \$2,300 group rate per day.

Program type: Sail training for apprentices and paying trainees.

Accredited sea education. Day sails and overnight passages.

Draft: 15' Sail area: 9,265 sq. ft. Specifications: Sparred length: 165' Tons: 252 GRT LOD: 139' Beam: 25' LOA: 140' Rig height: 112' Power: 300 hp LWL: 130' Freeboard: 8' 6" Hull: steel

Detlev Löll. Designer:

Built: 1952; Rorlau, Germany, Learn to Live on Sailing Ships.

German Lloyd Traditionsschiffsverordung. Certification: 14. Trainees: 65 (day sails), 32 (overnight). Crew:

Captain Ben Lodemann, Learn to Live on Sailing Ships, Friedensallee 41, Contact: Hamburg 22765, Germany; + 49 212-233-2472; FAX + 49 212-233-2472.

E-mail: LebenlernenaufSegelschiffen@t-online.de Web site: http://www.segel.de/windjammer

Robertson ll



One of the last original Canadian Grand Banks fishermen built, the Robertson II was launched at Shelburne, Nova Scotia in 1940. Fishing up to 1974, she was brought through the Panama Canal to Victoria, British Columbia, where for the past 20 years she has pro-

vided sail training programs for young people.

Officially retired in 1995 from active service, the *Robertson II* continues to

provide dockside programs for younger trainees of elementary school age and is open to the general public from May until September. The City of Victoria has provided a permanent dock in the inner harbor where the historic schooner is prominently exhibited.

Flag: Canada.

Rig: Gaff schooner, 2-masted.

Home port: Victoria, British Columbia.

Program type: Dockside training and interpretive programs.

Specifications: Sparred length: 130' Draft: 11' 1" Sail area: 5,500 sq. ft.

LOD: 105' Beam: 22' 1" Tons: 170 GRT

Rig height: 105' Hull: wood Power: GM diesel

Built: 1940; Sherburne, Nova Scotia, Canada, McKay and Sons.

Contact: Captain Martyn J. Clark, Executive Director,

Sail and Life Training Society (SALTS), Box 5014, Station B,

Victoria, British Columbia V8R 6N3 Canada;

250-383-6811; FAX 250-383-7781.

Rose, "HMS"

The tall ship *Rose* is a full-rigged ship designed after an 18th-century British frigate of the same name. She is currently the only Class A size ship certified by the US Coast Guard as a Sailing School Vessel, and may carry groups as large as 100 for day sailing or as many as 49 for overnight passages and live-aboard programs.

Carrying 19 professional crew and educators, *Rose* specializes in adventure under sail experience-based education for youth groups, but also includes plenty of sessions in her itinerary each year which are open to the general public for "youth of all ages." Most educational sessions are approximately one week long, but special arrangements may also be made for longer or shorter programs. Corporate training, civic events, and other private functions may also be scheduled by groups or individuals. One may also occasionally catch a glimpse of *Rose* in one of her many appearances in television documentaries and feature films both here and abroad.

Rose has sailed the waters of the US East



OTO BY PHILLIP PLISSON

Coast and Canada for many years, and has recently expanded her territory to include the Caribbean and Western Europe, with special extended sail training programs during her transatlantic passages. A comprehensive sailing schedule is published several times each year.

Flag: USA.

Rig: Full-rigged ship, 3-masted.

Home port/waters: Bridgeport, CT: East Coast (summer); overseas.

Who sails? Individuals and groups of all ages.

Season: Year-round.

Cost: \$110 per person per day.

Program type: Fundamental sail training with additional education modules tailored for specific

programs for middle and high school, college and university, adults and families,

corporate team building, and more.

Specifications: Sparred length: 179' Draft: 13' Sail area: 13,000 sq. ft.

LOD: 125' Beam: 32' Tons: 500 GRT LOA: 135' Rig height: 130' Power: twin diesels

LWL: 105' Freeboard: 13' Hull: wood

Designer: Original design by Hugh Blades, British Admiralty, in 1757, revised by Phil Bolger. Built: 1969/70; Lunenberg, Nova Scotia, Smith & Rhuland

(rebuilt: 1985-87; Bridgeport, CT and Fairhaven, MA).

Coast Guard

certification: Sailing School Vessel (Subchapter R) and Attraction Vessel.

Crew: 18. Trainees: 85 (day), 31 (overnight). Age: junior high school to adult. Sex: coed. Contact: "HMS" Rose Foundation, Inc., One Bostwick Ave., Bridgeport, CT 06605;

203-335-0932, 203-335-1433; FAX 203-335-6793.

E-mail: sailrose@aol.com

Web site: http://www.tallshiprose.org

St. Lauvrence ll



he St. Lawrence II is a purpose-built sail training vessel in operation since 1957, primarily on the Great Lakes. She was designed to be manageable by a young crew, yet complex enough with her brigantine rig to introduce teenagers to the challenge of square-rig sailing.

The ship is owned and operated by Brigantine, Inc., a nonprofit charity staffed by local volunteers who share the conviction that the lessons of responsibility, self-reliance, and teamwork provided

by sail training are especially applicable to teenagers. With 41 years of operation, Brigantine, Inc. is one of the pioneering sail training programs in North America.

Cruises in this hands-on program range from 4 to 10 days or more in length. St. Lawrence II's crew complement of 28 comprises 18 new trainees, plus a crew of watch officers, petty officers, cook, and

bosun, all aged 13 to 18. The captain is usually the only adult onboard.

The ship's teenage officers are graduates of Brigantine, Inc.'s winter training program, involving lessons in seamanship, navigation, and ship's systems, as well as the ongoing maintenance of the ship. Every year the St. Lawrence II sails over 4,000 miles, spends more than 40 nights at sea, and introduces over 300 trainees to the rigors of life aboard ship on the Great Lakes.

Canada. Flag: Brigantine. Rig:

Home port/waters: Kingston, Ontario: Lake Ontario and adjacent waters.

Who sails? Elementary school groups and Sea Cadets.

Season: April to November (sailing); October to March (winter program).

Cost: \$55 CDN per person per day. Scholarships available.

Program type: Sail training with paying trainees. Specifications:

Sail area: 2,560 sq. ft. Sparred length: 72' Draft: 8' 6" LOD: 57' Tons: 34 GRT Beam: 15' LOA: 60' Rig height: 54' Power: 165 hp diesel LWL: 46'

Freeboard: 4' 6" Hull: steel

Francis McLachlan/Michael Eames. Designer:

Built: 1953; Kingston, Ontario, Kingston Shipyards. Crew: 10. Trainees: 29 (day), 18 (overnight).

Carol Jeffrey, Office Manager, Brigantine, Inc., Contact:

53 Yonge Street, Kingston, Ontario K7M 6G4, Canada;

613-544-5175; FAX 613-544-5175.

Web site: http://web.ctsolutions.com/brigantine

Samana

The School of Ocean Sailing operates in the north Atlantic Ocean off the coast of Maine, offering courses in offshore ocean sailing and ocean navigation in a live-aboard setting. Samana is a modern, well-found, romantic, beautiful, fast, and very seakindly vessel. Built in 1975 in The Netherlands, she has circumnavigated the globe and completed several noteworthy offshore passages.

Captain Larry Wheeler and Letty Wheeler are professional teachers with more than 25 years of classroom teaching experience and over 10 years of sail training experience. Based in Portland, Maine, courses span the Maine coast and reach the coastline of Nova Scotia. The curriculum is a rich blend of technical skills, confidence building, and common sense coupled with a spirit of adventure and romance.



The school offers courses in Advanced Ocean Sailing and Navigation, Celestial Navigation, and Offshore Passage Making. In each course, the trainees handle all offshore sailing operations. All instruction is delivered by mature, professional, Coast Guard-licensed teachers.

Flag: USA. Rig: Ketch.

Home port/waters: Portland, ME: Gulf of Maine to Nova Scotia (summer), Caribbean (winter).

Who sails? Individuals of all ages.

Cost: \$200 per person per day, \$995 per person per 5 days.

Program type: Sail training for paying trainees.

Ocean sailing, celestial navigation, offshore passage making.

Specifications: Sparred length: 63' Draft: 7' Sail area: 1,500 sq. ft. LOD: 53' Beam: 16' Tons: 34 GRT

LOA: 63' Rig height: 85' Power: Ford Lehman 135
LWL: 45' Freeboard: 4' Hull: steel

Designer: Van de Wiele.

Built: 1975; The Netherlands.

Crew: 3. Trainees: 6.

Contact: Captain Larry Wheeler, School of Ocean Sailing,

PO Box 7359, Portland, ME 04112;

207-871-1315, 888-626-3557; FAX 207-871-1315.

E-mail: svsamana@nlis.net

Web site: http://www.sailingschool.com

Santa Maria



Niña, Pinta, and Santa Maria are the three replica ships built by the Spanish government to commemorate the 500th anniversary of Christopher Columbus's voyage from Spain to the Ba-

hamas in 1492. Santa Maria is certified as a Sailing School Vessel. The three vessels are berthed adjacent to the Corpus Christi Museum of Science and History, which houses artifacts from one of the oldest known Spanish shipwrecks in the Americas. The museum also houses the Smithsonian Institution's "Seeds of Change" exhibit, which traces the impact of the European "discovery" on the indigenous peoples of the Americas and on Europe, including the exchange of flora, fauna, technology, and disease.

Flag: USA

Rig: Nao, 15th-century, square rig.

Home port/waters: Corpus Christi, TX.

Who sails? School groups from elementary school through college, individuals and families.

Program type: Sail training for crew and volunteer trainees. Dockside sea education in

ecology in cooperation with accredited institutions and other groups.

Specifications: Sparred length: 102' Draft: 10' Sail area: 2,512 sq. ft.

Sparred length: 102' Draft: 10' Sail area: 2,512 sq.
LOD: 53' Beam: 27' Tons: 105 GRT
LOA: 87' Rig height: 82' Power: twin diesels
LWL: 73' Freeboard: 8' Hull: wood

Designer: Dr. José María Martinez Hildalgo.

Built: 1990; Barcelona, Spain, Villdes Shipyard.

Trainees: 35 (day sails), 30 (overnight).

Contact: José Antonio Barrera, Director/Ships Operations,

Columbus Fleet Association,

1900 N. Chaparral, Corpus Christi, TX 78401;

512-882-1232; FAX 512-882-1261.

Sarah Abbot

uilt as an example of classic Nova D Scotian schooner construction by master shipwright David Stevens in 1966, Sarah Abbot was a major player on the Nova Scotian schooner racing circuit until she moved to Massachusetts and began her career working for Phillips Academy in Andover, Massachusetts. For the last fourteen years Sarah Abbot has sailed the coast of Massachusetts carrying Andover Summer Session students on summer research cruises. Highlights of the "Oceans" program include on-going studies of the Buzzards Bay ecosystem, a scallop restoration project in the Westport River, nonfiction writing instruction, and observation and tracking of whales on Stellwagen Bank. Experienced field biologists sail as faculty on Sarah Abbot and aim to give their students an experience akin to Charles Darwin's cruise



on the HMS *Beagle*. Each cruise carries six high school students, a scientist, mate, and licensed captain.

Tons: 15 GRT

Flag: USA.

Specifications:

Rig: Gaff schooner, 2-masted.

Home port/waters: Marion, MA: Coastal Massachusetts/Cape Cod.
Who sails? High school marine science students who attend
Phillips Academy/Andover's Summer Session.

Season: Summer.

Cost: \$4,200 for six-week "Oceans" marine biology course which includes four weeks at

Andover's campus and 11-day research cruise aboard Sarah Abbot.

Program type: Academically challenging marine biology course which includes a major cruise

project, labs, extensive field collection, and paper writing.

Sparred length: 55' Draft: 6' 6"

LOD: 47' 6" Beam: 11' 6" Power: 36 hp diesel

Rig height: 61' He
Designer: David Stevens.

Built: 1966, Lunenburg, Nova Scotia.

built. 1700, Eulichburg, 140va Scott

Coast Guard certification: Research Vessel (Subchapter U).

Crew: 3. Trainees: 6 (overnight). Age: 15-19. Contact: Randall Peffer, "Oceans" Program,

Phillips Academy Summer Session, Andover, MA 01810; 978-749-4000.

E-mail: summersession@andover.edu

E-mail: summersessione/andover.edc

SeaWuff



The SeaWulff was originally conceived in 1974 by the faculty of The Evergreen State College as a sailing fishing vessel. Three years into its construction the vessel burned to the ground. Tremendous community support resulted in the project beginning anew. The design of

the second vessel, launched in 1980, was revised to more fully meet the mission of the college. The fish hold was turned into laboratory space and sampling equipment was added. This gear enables the *SeaWulff* to provide all the teaching opportunities afforded by a sailing vessel and to be used as a platform for marine research and education.

The SeaWulff and her companion vessel Resolute are fundamental to a full range of academic programs at Evergreen. Previous classes have included Wooden Boat Design/Building and Repair, Marine Biology and Fieldwork Methods, Native American Culture Studies, Pacific Northwest History, and Maritime Literature. Regardless of the focus of the class, students are always involved in all aspects of outfitting, operating, maintaining, and living aboard the college's sailing vessels.

Academic programs using the SeaWulff and Resolute change from year to year and are available to Evergreen State College students only. Student and community volunteers help maintain the vessels in exchange for sailing opportunities.

Flag: Rig: USA. Sloop.

Home port/waters:

Olympia, WA: Puget Sound and inland waters of British Columbia.

Who sails? Evergreen State College students. Outside charters considered on a case by case basis.

Cost: \$225 group rate per day.

Program type:

Specifications:

Sail training for volunteer trainees. Fully accredited sea education in marine science,

maritime history, and ecology. Passenger day sails and overnight passages.

Sparred length: 39' Draft: 6' Sail area: 800 sq. ft. LOD: 36' Beam: 12' Tons: 12.5 GRT

LOD: 36' Beam: 12 100s: 12.5 G LOA: 36' Rig height: 56' Power: diesel LWL: 31' Freeboard: 4' Hull: wood

Designer: Built: Robert Perry and The Evergreen State College. 1980; Olympia WA, The Evergreen State College.

Coast Guard

Passenger Vessel (Subchapter T).

certification: Crew:

Trainees: 10 (day sails), 4 (overnight).
 Greg Buikema, Marine Operations Manager, The Evergreen State College,

2700 Evergreen Parkway, Olympia, WA 98505; 360-866-6000; FAX 360-866-6794.

Contact:

Shamrock V



Shamrock V has been acquired by the Newport Shamrock V Corporation, which plans to charter her in the Caribbean for the winter of 1999. J Class Management has been hired to assist the new owners with a refit which will include the addition of water makers, air conditioning, ice maker, and washer/dryer.

Today, *Shamrock V* is the sum of 68 years of meticulous maintenance and

thoughtful improvement. The comfort and luxury below are made all the more wonderful by the improved safety and ease of sail handling on deck. *Shamrock V* is ready to give more years of service as one of yachting's great queens.

Flag: USA.

Home port/waters: Newport, RI: Newport, RI (summer), Caribbean (winter).

Who sails? Individuals and groups.

Cost: \$9,000 group rate per day

Cost: \$9,000 group rate per day.
Specifications: Sparred length: 120'

 Sparred length: 120'
 Draft: 15' 6"
 Sail area: 8,500 sq. ft.

 LOD: 120'
 Beam: 19' 9"
 Tons: 146 GRT

 LOA: 120'
 Rig height: 155'
 Power: twin 181 hp diesels

LWL: 87' Hull: teak planks over steel frames

Designer: Charles Nicholson.

Built: 1930; England, Camper and Nicholson.

Crew: 9.

Contact: Marcia Whitney, Manager,

Newport Shamrock V Corporation, 28 Church Street, Newport, RI 02840;

401-849-3060; FAX 401-849-1642.

E-mail: info@jclass.com Web site: http://www.jclass.com

Shenandoah



While the *Shenandoah* is not a replica, the vessel's design bears a strong resemblance to that of the US Revenue Cutter *Joe Lane* of 1851. For her first 25 years, the rakish square topsail schooner was painted white, but she now wears the black and white checkerboard paint scheme of the 19th century Revenue

Service. Every summer *Shenandoah* plies the wa-

ters of southern New England and Long Island Sound visiting the haunts of pirates and the home ports of whaling ships. *Shenandoah*'s economic bottom line is paying passengers. That reality includes sharing one's world with weekly passengers, which can be a satisfying and sometimes challenging endeavor.

Flag: USA.

Rig: Square topsail schooner, 2-masted.

Home port/waters: Vineyard Haven, MA: Southern New England.

Who sails? Elementary and middle school students, adult individuals.

Season: June to September.
Cost: \$100 per person per day.

Program type: Sail training for paying trainees. Sea education in cooperation with

accredited institutions and as part of informal in-house programming.

Specifications: Sparred length: 152' Draft: 11' Sail area: 7,000 sq. ft.

LOA: 108' Beam: 23' Tons: 85 GRT

LWL: 101' Rig height: 94' Freeboard: 3' (amidships)

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 9. Trainees: 35 (day), 30 (overnight). Age: 12-20. Sex: coed

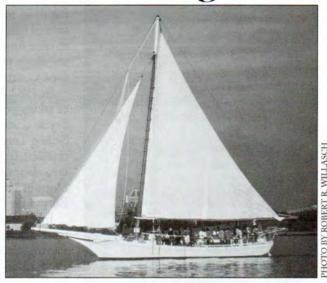
Contact: Captain Robert S. Douglas,

Coastwise Packet Co., Inc.,

PO Box 429, Vineyard Haven, MA 02568;

508-693-1699.

Sigsbee



he skipjack Sigsbee was built in 1901 in Deale Island, Maryland and worked as an oyster dredge

boat until the early 1990's. She was named after Charles D. Sigsbee, who was the Commanding Officer of the battleship Maine. The vessel was rebuilt by the Living Classrooms Foundation in 1994 and now sails Chesapeake Bay with students on board. While sailing onboard the Sigsbee, students learn the history of skipjacks and the oyster industry, marine and nautical science, and gain an appreciation of Chesapeake Bay and the hard work of the watermen of a bygone era.

USA. Flag: Rig: Sloop.

Home port/waters: Baltimore, MD: Chesapeake Bay and the Delaware River. Who sails? Students and other organized groups, individuals and families.

Season: March through September.

Program type: Sail training with paying trainees. Sea education in marine and nautical science,

maritime history, and ecology for school groups from elementary through college.

Draft: 3' 5" Sparred length: 76' Specifications:

Sail area: 1,767 sq. ft. LOD: 50' Beam: 16' Tons: 14 GRT Rig Freeboard: 2' 5" height: 68' Power: 150 hp diesel

Built: 1901; Deale Island, MD.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 4. Trainees: 30 (day sails), 15 (overnight). Age: 13+.

Sex: coed, single sex cruises available. Dockside visitors: 30.

Contact: Steve Bountress,

Living Classrooms Foundation, 802 South Caroline Street,

Baltimore, MD 21231-3311; 410-685-0295; FAX 410-752-8433.

Web site: http://www.livingclassrooms.org

Soren Larsen



Sailing ships built in Denmark. Restored by Captain Tony Davies and his

family in the late 1970's, she initially starred in a number of films which helped to raise funds to fit her out to the high standards required by the British Maritime Coastguard Agency (MCA).

In 1982 the Davies realized their dream of taking people of all ages to sea under a 3-year charter with the British Jubilee Sailing Trust, pioneering sailing for the disabled. In 1986 *Soren Larsen* embarked on a circumnavigation, rounding Cape Horn in 1991 and visiting New York and Boston for the Columbus Regatta.

In 1993 Soren Larsen sailed on a second world voyage to New Zealand via the Panama Canal. In 1999 she will cruise the Pacific islands and will be in New Zealand for millennial celebrations and the America's Cup races. In April 2000, Soren Larsen will depart for Europe via the Pacific, Panama Canal, Caribbean, US, and Canada to participate in Tall Ships 2000® and OpSail events. Berths are available for these voyages. Please contact the Soren Larsen office for information.

Flag: New Zealand. Rig: Brigantine.

Home port/waters: Auckland, New Zealand: New Zealand coastal waters (summer),

southwest Pacific islands (winter).

Who sails? Families and individuals of all ages.

Cost: \$100 per person per day for overnight voyages.

Program type: Sail training for paying trainees. Sea education in marine science, maritime history,

and ecology as informal in-house programming.

 Sparred length: 140'
 Draft: 11'
 Sail area: 6,500 sq. ft.

 LOD: 98'
 Beam: 25' 6"
 Tons: 125 GRT

 LOA: 105' 6"
 Rig height: 100'
 Power: 240 hp diesel

LWL: 90' Freeboard: 3' 7" Hull: wood

Designer: Soren Larsen.

Built: 1949; Denmark, Soren Larsen and Sons.

Certification: UK Maritime and CG Agency Loadline; Bureau Veritas Class Certificate.

Crew: 12. Trainees: 80 (day sails), 22 (overnight).

Contact: Fleur Davies, Director, Square Sail Pacific, Ltd., PO Box 310~Kumeu,

Auckland 1250, New Zealand; + 64-0-9-411-8755; FAX + 64-0-9-411-8484.

E-mail: sorenlarsen@voyager.co.nz Web site: http://squaresail.q.co.nz

Specifications:

SoundWaters

CoundWaters is a nonprofit organiza-Otion dedicated to protecting Long Island Sound and its watershed through education. Each year, SoundWaters offers shipboard and land-based programs to 15,000 children and adults from Fairfield County, CT, Westchester County, NY, and Long Island, NY. The schooner SoundWaters, features a hands-on learning experience that weaves marine science, art, history, and literature to emphasize the interconnectedness between human life and the environment. The schooner also offers sail training and marine ecology study during week-long summer camps for children ages 11-14. Instruction includes: basic seamanship, navigation, knot tying, and field explorations of salt marshes and beaches.

The public may attend Public or Lecture Sails, offered several times each month from April through October. During these two-hour sails, passengers participate in sailing a traditional vessel and learn about the wonders of Long Island



Sound. The schooner is also available for evening or weekend charters for private groups and corporations.

SoundWaters' staff includes environmental educators, crew, and a licensed captain. College graduates with expertise in marine science, ecology, or sailing may apply for seasonal jobs. SoundWaters also conducts land-based programs, offered through public and private schools, and community and senior centers.

Flag: USA.

Rig: Gaff schooner, 3-masted.

Home port/waters: Stamford, CT: Long Island Sound.

Who sails? School groups from elementary through college, individuals and families.

Season: April to November.

Cost: \$25 per person per 2-hour sail, \$700-\$2,000 group rate for 3-hour sail.

Program type: Sea education in marine science and ecology in cooperation with accredited

institutions and other groups, and as informal in-house programming.

Sparred length: 80' Draft: 3' - 8' Sail area: 1,510 sq. ft.
LOD: 65' Beam: 14' Tons: 32 GRT
Rig height: 60' Hull: steel Power: diesel

Freeboard: 3' 6" William Ward.

Built: 1986; Norfolk, VA, Marine Metals, Inc.

Coast Guard

Designer:

Specifications:

certification: Passenger Vessel (Subchapter T).

Crew: 3; 5 instructors. Trainees: 42 (day). Age: 8+. Sex: coed. Dockside visitors: 52.

Contact: Susan Phillips, Director of Operations, SoundWaters, Inc., Brewers Yacht Haven Marina, 69 Dyke Lane, Box 13,

Stamford, CT 06902-7312; 203-323-1978; FAX 203-967-8306.

E-mail: swaters@soundwaters.org
Web site: http://www.soundwaters.org

Spirit of Massachusetts



he Spirit of Massachusetts is modeled after the fishing schooner Fredonia, which was designed by Edward Burgess in

1889 and was popular for its beautiful appearance and speed. The design is typical of the Gloucester fishing schooners of the late 19th and early 20th centuries; the "fast and able" vessels that plied the rich Grand Banks and Georges Bank. The Spirit of Massachusetts was launched in 1984, and while traditional in design and construction, conforms to all current US Coast Guard safety requirements. She is operated by Schools for Children, Inc.

Aboard Spirit of Massachusetts, students participate in its operation and learn skills, including basic seamanship and navigation, with an introduction to the ocean's resources. Each program has a unique historical, marine science, or environmental theme. Personal skills acquired from sea ex-

perience are leadership, self-esteem, confidence, and the flexibility needed to meet life's challenges.

Power: 235 hp diesel

Flag: USA.

Gaff topsail schooner, 2-masted. Rig:

Home port/waters: Boston, MA: Atlantic Ocean and Caribbean. Who sails? Student and other groups and individuals.

Season: Year-round.

Program type: Sail training, character building, and sea education in marine science, maritime

history, and ecology in cooperation with accredited schools and colleges and other groups such as scouts and youth community centers. Special three-week

intervention program for at-risk students.

Specifications: Sparred length: 125' Draft: 10' 6" Sail area: 7,000 sq. ft. LOD: 100' Tons: 90 GRT Beam: 24'

> Rig height: 103' LWL: 80' Freeboard: 7' Hull: wood

Melbourne Smith and Andrew Davis. Designer:

LOA: 103'

Built: 1984; Boston, MA, Schools for Children, Inc.

Coast Guard certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).

7; 2 instructors. Trainees: 50 (day); 22 (overnight). Age: 15+. Sex: coed. Dockside Crew:

David Whitney, Port Captain, c/o Schools for Children, Inc.,

Contact: 20 Academy Street, Suite 200, Arlington, MA 02476;

617-242-1414; FAX 781-641-2713.

Star of India

The oldest active square-rigger in the world, *Star of India* has been around the globe 21 times and has never had an engine. Built as the full-rigged ship *Euterpe*, this former merchant ship has survived countless perils of the sea to survive as a fully restored square-rigger and National Historic Landmark. She embodies the term "tall ship" both in looks and spirit.

Star of India is the flagship of the San Diego Maritime Museum fleet. She sails infrequently but there are plans for an annual sailing schedule. Star is host to thousands of school children each year, many of whom participate in overnight living history programs on board. Star's decks are also used for highly acclaimed cultural events from theatrical performances of Two Years Before the Mast and sea chantey festivals, to Gilbert & Sullivan comic operas and "Movies Before the Mast." Volunteer sail handling



is held every other Sunday, with the best sailors being selected to sail the tall ship when she goes to sea.

Flag: USA.

Rig: Barque, 3-masted.

Home port/waters: San Diego, CA: Coastal waters between San Diego, CA, and

northern Baja California, Mexico.

Who sails? Affiliated institutions include San Diego, Orange County, and

Los Angeles public schools.

Program type: Sail training for crew and apprentices. Sea education in maritime history based on

informal in-house programming. Dockside interpretation.

Specifications: Sparred length: 278' Draft: 21' 6" Sail area: 18,000 sq. ft.

 Sparred length: 278'
 Draft: 21' 6"
 Sail area: 18,000 sq. ft.

 LOD: 210'
 Beam: 35'
 Tons: 1,197 GRT

 LWL: 200'
 Freeboard: 15'
 Hull: iron

Rig height: 140'

Designer: Edward Arnold.

Built: 1863; Ramsey, Isle of Man, Gibson, McDonald & Arnold

Coast Guard

certification: Museum Attraction Vessel.
Trainees: 140. Dockside visitors: 300.

Contact: Joseph Ditler, Development Director, San Diego Maritime Museum,

1306 North Harbor Dr., San Diego, CA 92101;

619-234-9153; FAX 619-234-8345.

E-mail: info@sdmaritime.com

Web site: http://www.sdmaritime.com/ourfleet/star.html

Statsraad Lehmkuhl



Statsraad Lehmkuhl is a 3-masted steel barque, built by Johann C. Tecklenborg in Bremerhaven Geestemünde in 1914 as a training ship for the German merchant marine. During most of World War I she was used as a stationary training ship in Germany, and after the war was taken as a prize of war by the British.

In 1923 the ship was purchased by the Norwegian Shipowners Association, who named her *Statsraad Lehmkuhl* in honor of Minister Kristoffer Lehmkuhl in ap-

preciation of his work on sail training ship regulations. She was used as a sail

training ship from 1923 to 1966, except from 1940-1945, when she was captured by the Germans during World War II.

In 1966 the ship was purchased by Hilmar Reksten, who was intent on continuing to use the vessel as a training ship. From 1968-1972, he operated *Statsraad Lehmkuhl* as a sail training vessel at his own expense, donating her to the Statraad Lehmkuhl Foundation in 1978. She is now chartered to schools, corporations, and other organizations.

Flag: Norway.

Rig: Barque, 3-masted.

Home port/waters: Bergen, Norway: Northern Europe.
Who sails? Individuals between 16 and 75 years old.

Cost: \$80 per person per day.

Program type: Sail training for paying trainees. Sea education as informal in-house programming.

 Specifications:
 Sparred length: 321'
 Draft: 15'
 Sail area: 21,800 sq. ft.

 LOD: 278'
 Beam: 41'
 Tons: 1,516 GRT

 LOA: 278'
 Rig height: 158'
 Power: 1,125 hp diesel

LOA: 278' Rig height: 158' LWL: 240' Hull: steel

Designer: Georg W. Clausen.

Built: 1914; Bremerhaven, Germany, J. C. Tecklenborg.

Certification: Certified by Det Norske Veritas and Norwegian Maritime Directorate.

Crew: 22. Trainees: 140 (overnight).

Contact: Stiftelsen Seilskipet Statsraad Lehmkuhl,

Skur 7, Bradbenken, N-5003 Bergen, Norway;

+ 47-55-32-2586; FAX + 47-55-32-0879.

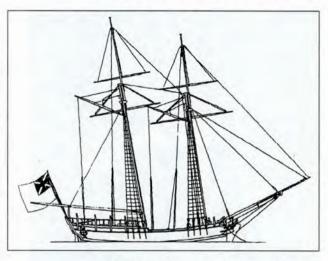
E-mail: lehmkuhl@online.no Web site: http://www.lehmkuhl.no

Sultana (Work in Progress)

he Schooner Sultana ■ Project is an undertaking of Chester River Craft and Art, Inc., a nonprofit organization based in the historic port of Chestertown, on Maryland's Eastern Shore. The object of the Sultana Project is to build and operate a reproduction of the 1767 schooner Sultana, one of the few American-built vessels from the colonial period for which extensive documentation has survived.

Built in Boston, Massachusetts in 1767, Sultana was purchased by the British Royal Navy in 1768 and employed as a dispatch boat and revenue cruiser until 1772. The new Sultana will be a living history and authentic testament to the revolutionary maritime history of the United States, specifically the Chesapeake Bay, where Sultana patrolled from 1769 to 1771.

The reconstruction of Sultana will be



a regional, public, and educational event. Educational programs focusing on history and maritime craft will be offered for both adults and children. When built, the Sultana will voyage as a classroom for the teaching of history and environmental science, as well as a living symbol of the Eastern Shore's dedication to preserving its natural, colonial, and revolutionary heritage. Currently under construction, Sultana will be launched in the spring of 2001.

Flag:

USA.

Rig:

Square topsail schooner, 2-masted.

Home port/waters:

Chestertown, MD.

Who sails? Program type: School groups from elementary school through college, and individuals. Sea education in maritime history and ecology. Passenger day sails and

overnight passages. Dockside interpretation during port visits.

Specifications:

Sparred length: 97' LOD: 56'

Draft: 7' 6" Beam: 16'

To be completed spring 2001; Chestertown, MD, Swain Boatbuilders, LLC.

Tons: 50 GRT Power: diesel

Designer:

LWL: 53'

Benford Design Group.

Freeboard: 6' Hull: wood

Built:

Coast Guard

Passenger Vessel (Subchapter T).

certification:

4-6. Trainees: 35 (day sails), 11 (overnight).

Crew: Contact:

Drew McMullen, Project Director, Chester River Craft and Art, Inc., PO Box 524, Chestertown, MD 21620; 410-778-6461; FAX 410-778-4531.

E-mail: Web site: dmcmullen@skipjack.bluecrab.org http://www.chesterriver.com/sultana/

Susan Constant



Susan Constant is a full-scale recreation of the flagship of a small fleet that brought America's first permanent English colonists to Virginia in 1607. Together with the smaller Godspeed and Discovery, Susan Constant is on exhibit at Jamestown Settlement, a living history museum of 17th-century Virginia, and hosts nearly a half-million visitors every year. Jamestown Settlement is administered by the Jamestown-Yorktown Foundation, an agency of the Commonwealth of Virginia.

Built on the museum grounds and commissioned in 1991, Susan Constant replaced a vessel built for the 1957 Iamestown Festival commemorating the 350th anniversary of the colony's founding. While no plans or renderings of the original Susan Constant, Godspeed, and Discovery have ever been located, the replicas are based on the documented tonnages of the 17th-century ships, and Susan Constant's design incorporates research information that emerged after the first rep-

licas were built.

With a crew of staff and volunteers, Susan Constant and Godspeed periodically sail to other ports in the Chesapeake Bay region to participate in commemorative and community events and host educational programs. A volunteer sail training program is offered to individuals of all ages. Participants are trained in sailing a 17th-century merchant vessel, including handling square sails, marlinespike seamanship, navigation, safety procedures, watch standing, and maritime history.

Flag: USA.

Rig: Barque, 3-masted (lateen mizzen).

Home port/waters: Jamestown Settlement, VA: Chesapeake Bay.

Who sails? Crew consisting of Jamestown Settlement staff and volunteers. Program type: Sail training for crew and apprentices. Dockside interpretation.

Program type: Sail training for crew and apprentices. Dockside interpretation.

Specifications: Sparred length: 116' Draft: 11' 6" Sail area: 3,902 sq. ft.

LOD: 83' Beam: 24' 10' Tops: 180 GRT

LOD: 83' Beam: 24' 10' Tons: 180 GRT
LOA: 96' Rig height: 95' Power: twin diesels
LWL: 77' Freeboard: 11' Hull: wood

Designer: Stanley Potter.

Built: 1991; Jamestown Settlement, VA, Allen C. Rawl.

Crew: 25.

Contact: Eric Speth, Maritime Program Manager, Jamestown Settlement, PO Box 1607, Williamsburg, VA 23187; 757-253-4838, FAX 757-253-5299. Swift of Tpswich

he Los Angeles Maritime Institute (LAMI), the educational affiliate of the Los Angeles Maritime Museum, operates the square topsail schooner Swift of Ipswich and the gaff topsail schooner Bill of Rights. LAMI staff use the ship to teach trainees how to sail and how to develop personal and "human skills" such as communication, cooperation, teamwork, persistence, self-reliance, and leadership in three different programs.

Topsail is the basic outreach program, with participants recommended by people who work with youth, including educators, youth leaders, and clergy. Cost is on an ability-to-pay basis. The program begins with a five-day series of day sails followed by a five-day voyage planned and organized by the participants. Participants are encouraged to continue as active members of the "Swift Family."



Swift Expeditions are more advanced and challenging voyages with specific purposes, goals, and durations. Cooperative programs afford organizations such as youth, church, school, and community groups the chance to voyage on Swift of Ipswich. The Los Angeles Maritime Museum and its affiliates take pleasure in offering assistance to visiting tall ships and other "educationally significant" vessels.

Flag: USA.

Rig: Square topsail schooner, 2-masted.

Home port/waters: Los Angeles, CA: Coastal California and offshore islands.

Who sails? Referred youth-at-risk and groups catering to students and adults.

Season: Year-round.

Program type: Educational sailing adventures for "at-risk" youth and other youth or adult groups.

Specifications: Sparred length: 90' Draft: 10' Sail area: 5,166 sq. ft.

LOD: 66' Beam: 18' Tons: 46 GRT

LOA: 70' Rig height: 74' Power: diesel

LWL: 62' Freeboard: 5' Hull: wood

Designer: Howard I. Chappelle.

Built: 1938; Ipswich, MA, William A. Robinson.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 6. Trainees: 49 (day), 31 (overnight). Age: 12+. Sex: coed and unisex.
Contact: Captain James L. Gladson, Los Angeles Maritime Institute, Berth 84,

Foot of Sixth Street, San Pedro, CA 90731; 310-833-6055; FAX 310-548-2055.

Web site: http://www.tollway.com/swift/

Sylvina W. Beal



The schooner *Sylvina W. Beal* is once again sailing in downeast waters. Built as a fishing vessel in 1911, this classic and historic schooner sails coastal Maine waters with passengers and trainees where she once worked under sail. Set up for day and overnight cruises, the *Sylvina W. Beal* offers groups the oppor-

tunity to charter the vessel for educational, vacation, or sail training programs. With her coal stove in the forecastle galley and her small but cozy cabins, this schooner is an enjoyable home away from home.

Groups are encouraged to contact Downeast Windjammer Cruises regarding their charter needs, whether it be extended overnight programs or shorter day sails on the coast. Trainees can step aboard an authentic downeast-built wooden vessel, working for a living since 1911.

Flag: USA.

Specifications:

Rig: Gaff schooner, 2-masted. Home port/waters: New England, Chesapeake Bay.

Who sails? Individuals and groups.

Program type: Sail training for volunteer and paying trainees.

Passenger day sails and overnight passages.

Sparred length: 84' Draft: 8'

Sparred length: 84' LOA: 80' LWL: 70'

Beam: 17' Rig height: 56'

Tons: 46 GRT Hull: wood

Sail area: 2,200 sq. ft.

Freeboard: 4'
Built: 1911; East Boothbay, ME, Frank J. Adams Yard.

Coast Guard

certification: Passenger Vessel (Subchapter T).
Contact: Captain Steven F. Pagels,

Downeast Windjammer Cruises, PO Box 8, Cherryfield, ME 04622; 207-546-2927; FAX 207-546-2023.

Tabor Boy



abor Boy has been engaged in sail training as a seagoing classroom for Tabor Academy students since 1954. Offshore voyaging and oceanographic studies go together in the curriculum, with cruises to destinations as distant as Mexico and Panama adding adventure to the experience. Many Tabor Academy graduates go on to the US Merchant Marine, Naval, or Coast Guard academies.

The schooner also offers seven summer orientation voyages for newly enrolled freshmen and sophomore students. During this time, trainees are fully involved in sail handling while studying Gulf of Maine marine wildlife and ecology. Winter programs feature sailing and snorkeling in the US and British Virgin Islands to observe and study coral reef ecosystems.

Flag:

USA.

Rig:

Gaff schooner, 2-masted.

Home port/waters:

Marion, MA: coastal New England (summer);

offshore Atlantic Ocean (school year).

Who sails?

Enrolled students at Tabor Academy.

Program type:

Seamanship and oceanography for high school students.

Specifications:

Sparred length: 115' Draft: 10' 6" Beam: 21' 9"

LOD: 84' 8" LOA: 92' 10" Rig height: 95' LWL: 78' 9" Hull: iron

Sail area: 6,800 sq. ft. Tons: 99.9 GRT Power: 330 hp diesel

Built:

1914; Amsterdam, The Netherlands, Scheepswerven & Machinefabrik.

Coast Guard

certification:

Sailing School Vessel (Subchapter R). 7. Trainees: 14. Age: 14-18. Sex: coed.

Crew: Contact:

Captain James F. Geil,

Tabor Academy, Marion, MA 02738; 508-748-2000; FAX 508-748-0552.

Tango



ango is a 56-foot Bruce Roberts ketch. Her 16-foot beam makes her an ideal platform for day sails and her spacious interior provides comfortable accommodations for overnight trips.

From June through September, Captain Tim Bogle provides learning experiences for students, corporate team building, and private charters for up to 12 people. Tango is a familiar sight on the beautiful waters of Casco Bay, Maine. Since 1991 she has transported people through the many islands and passages of southern Maine.

Flag: USA. Rig: Ketch.

Peaks Island, ME: Portland, ME, Casco Bay, coastal Maine (summer), Home port/waters:

Caribbean (winter).

Who sails? High school and college students, adult individuals, and families.

Cost: \$80 per person per day.

Program type: Sail training for paying trainees. Sea education as informal in-house

programming. Passenger day sails and overnight passages.

Draft: 7' 6" Specifications:

Sparred length: 56' Sail area: 1,200 sq. ft. LOD: 56' Beam: 15' 10" Tons: 24 GRT LOA: 56' Rig height: 63' Power: 90 hp diesel LWL: 45' 10" Freeboard: 4' 5" Hull: fiberglass

Designer: Bruce Roberts.

Built: 1981; Durban, South Africa, Brown Bros.

Coast Guard

certification: Uninspected Vessel.

Crew: 1. Trainees: 12 (day sails), 6 (overnight). Captain Tim Bogle, Tango Charters, Contact:

108 Upper A Street, Peaks Island, ME 04108;

207-766-2751; 207-233-7687.

E-mail: tangochart@aol.com

HMS Tecumseth

Tecumseth is a replica of the 19th-century British war schooner
Tecumseth which served with the Royal
Naval Establishment (now Discovery
Harbour) at Penetanguishene. Used for
defense and transport from the Royal
Navy base, she was active on Lake Huron
after the War of 1812 and eventually put
into Ordinary. Today's replica was designed from the original British Admiralty plans and has been built to appear as
close as possible to the original ship.

Although the replica is a modern ship with up-to-date safety features, *Tecumseth* is the mirror of her namesake and takes visitors back to the days of Nelson's Navy and England's "wooden walls." Officers and crew are in historic uniform and participants join in making the ship come



alive during *Tecumseth*'s sail training programs. An extended season is planned for 1999 including 3, 5, and 7-day journeys on Georgian Bay.

Flag: Canada.

Designer:

Rig: Square topsail schooner, 2-masted.

Home port/waters: Discovery Harbor, Penetanguishene, Ontario, Canada: Georgian Bay, Lake Huron.

Who sails? Individuals and groups.

Season: May to October.

Cost: \$26 CDN per person per two-hour sail.
Program type: Sail training for crew and apprentices.

Specifications: Sparred length: 125' Draft: 8' Sail area: 4,700 sq. ft.
LOD: 70' Beam: 29' Tons: 146 GRT
LOA: 80' Rig height: 90' Power: 360 hp diesel
LWL: 63' Hull: steel

LWL: 63' Bob Johnston.

Built: 1992; St. Thomas, Ontario, Kanter Yachts.

Crew: 12. Trainees: 45 (day). Age: 10+ (ages 10-16 must be accompanied by an adult).

Sex: coed.

Contact: Chris Bagley, Marine Coordinator, Discovery Harbour,

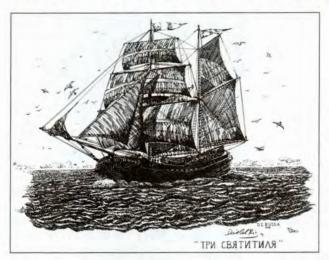
or (for bookings) Bill Brodeur, Information Officer, Discovery Harbour,

93 Jury Drive, Penetanguishene, Ontario L9M 1G1 Canada;

705-549-8064; FAX 705-549-4858.

Web site: http://www.discoveryharbour.on.ca

Three Hierarchs (Work in Progress)



On the Island of Kodiak in the North Pacific the construction of a ship is underway. The *Three Hierarchs* is a replica of the ship that brought the first Russian settlers to America. In 1785 she landed on Kodiak Island to begin Russian life in the New World. These new pioneers relied on her to bring them supplies from Russia every year. After 10 years of sailing the treacherous waters of the North Pacific she was sent back to Russia on her most famous voyage. Before leaving port

in Russia she picked up 10 Russian Orthodox monks and brought them to Kodiak. These monks became the first Christian missionaries of the great land of Alaska.

Although the *Three Hi*erarchs is little known, her

importance is great. She is a legend in her own right, going down in history as the ship that brought two different worlds and peoples together, forming one unique heritage. This legendary ship, the *Three Hierarchs*, will always be remembered as the ship that connected Russia with America.

Now, 200 years later, the *Three Hierarchs* is rising again, being built by the atrisk youth of Alaska and, believe it or not, by monks.

Flag: USA.

Rig: Galiot.

Home port/waters: Kodiak, Alaska: North Pacific.

Who sails? School groups from elementary school through college, adults and families.

Affiliated with St. Innocent's Academy.

Program type: Sail training for volunteer and paying trainees. Sea education in maritime history in

cooperation with accredited schools. Dockside interpretation during port visits.

Specifications: LOD: 78'

Designer: Stuart Hoagland.

Built: Under construction; Kodiak, AK, St. Innocent's Academy.

Coast Guard

Contact:

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T),

Father John Marler, Manager, Three Hierarchs,

St. Innocent's Academy,

PO Box 1517, Kodiak, AK 99615; 907-486-4376; FAX 907-486-1758.

E-mail: innocent@ptialaska.net

Tole Mour

Built in 1988 to support primary health care and educational programs in Micronesia, Tole Mour ("gift of life and health") was named by the school children of the Marshall Islands. From 1988 through 1992, Tole Mour made regular teaching and medical "rounds" through the remote atolls of the Marshalls, serving 15,000 men, women, and children in 58 far-flung communities. She carried multinational teams of educators and health care professionals, most of whom served as volunteers. By the end of 1992, the volunteer professional health teams had been replaced entirely by Marshallese counterparts using powered patrol craft, which allowed Marimed to phase out support and bring Tole Mour home.

Since 1992 *Tole Mour* has been used to support programs for special needs adolescents, including youth referred by juvenile courts and mental health agencies. The ship currently supports a 6 to 12-



month residential treatment program for Hawaiian youth who live, work, and attend school on board while receiving group, individual, and family therapy from a multidisciplinary treatment team.

Flag: USA.

Rig: Square topsail schooner, 3-masted. Home port/waters: Honolulu, HI: South Pacific.

Who sails? Trainees include emotionally impaired youth referred by the Hawaiian

Department of Health, Child, and Adolescent Mental Health Division.

Season: Year round.

Program type: Long-term residential treatment and education (including special education) for

emotionally impaired male adolescents; vocational training leading to AB Sail MMD.

Specifications: Sparred length: 156' Draft: 13' 6" Sail area: 8,500 sq. ft.

 Sparred length: 156'
 Draft: 13' 6"
 Sail area: 8,500 sq. ft.

 LOD: 123'
 Beam: 31'
 Tons: 229 GRT

 LWL: 101'
 Rig height: 110'
 Power: 575 hp diesel

Freeboard: 6' Hull: steel.

Designer: Ewbank, Brooke & Associates.
Built: 1988; Seattle, WA, Nichols Bros.

Coast Guard

certification: Sailing School Vessel (Subchapter R); Freight and Miscellaneous (Subchapter I).

Crew: 11; 10 instructors. Trainees: 80 (day); 28 (overnight). Age: 13-25. Dockside visitors:

125.

Contact: David D. Higgins, Marimed Foundation,

45-021 Likeke Place, Kanehoa, HI 96744; 808-236-2288; FAX 808-235-1074.

E-mail: Kailana@pixi.com

Web site: http://www.pixi.com/~kailana

Tree of



The schooner *Tree of Life*, launched in 1991, was built in Nova Scotia, Canada and Jacksonville, Florida. She sleeps 12 in three cabins and the foc'sle. Powered by 4,500 square feet of sail, she cruises at 8 to 10 knots. Her hull is a composite of strip planked clear fir and kevlar saturated in epoxy and sheathed in fiberglass. Her deck is fir, spars are spruce, and brightwork is Honduran mahogany.

The interior is paneled in koa and teak.

In the past seven years, more than 200 trainees have crewed the Tree around the world, completing her first circumnavigation. The winter of 1998-1999 was spent in Spain, refitting for the 1999 Cutty Sark Tall Ships® Race. The Tree's

crew roster has berths for the skipper and three permanent crew, plus 6 to 8 trainees. Permanent crew includes skipper, first mate, provisioner, and engineer. All crew members share the cooking, cleaning, and navigation.

Tree of Life was chosen as one of the top ten yachts in North America by Sail magazine (1993), and in 1997 won the

Bay of Islands Race.

Flag:

USA.

Rig:

Gaff schooner. Alexandria, VA.

Home port/waters: Who sails?

Adult individuals and families.

Program type:

Sail training for volunteer and paying trainees.

Sea education in marine science and maritime history.

Specifications:

Sparred length: 93'

Draft: 8' 5"

LOD: 70' LOA: 70' Beam: 18' 6" Rig height: 85' Freeboard: 4' 5" Tons: 70 GRT Power: diesel Hull: wood/epoxy

Sail area: 4,200 sq. ft.

LWL: 58'

Ted Brewer. 1991, Covey Island, Canada.

Designer: Built:

4. Trainees: 6

Crew:

Captain Kelly Kellogg,

Contact:

1015 Oronoco Street, Alexandria, VA 22314;

703-548-8810; FAX 703-548-0511.

E-mail:

kellykellogg@hotmail.com

Web site:

http://www.schoonertreeoflife.com

True North of Toronto



True North of Toronto was built in 1947 as a North Sea Trawler. She was converted to sail in 1979 and has spent her years since then world voyaging for sail training and charter. True North is dedicated to promoting the preservation of traditional maritime life. This is accomplished by creating opportunities for people of all

ages to participate in sail training voyages, fulfill professional crew positions, dockside visitations, and film work. True North was the proud recipient of the overall 1st place ranking for the 1998 ASTA Great Lakes Tall Ships® Race. Her crew is looking forward to representing Canada during Tall Ships 2000®.

Flag: Canada.

Rig: Topsail schooner.

Toronto, Canada: Great Lakes, Atlantic, Caribbean. Home port/waters:

Who sails? Individuals of all ages.

Program type: Sail training for groups and individuals.

Nautical curriculum, waterfront festivals, and film work.

Specifications: Sparred length: 118' Draft: 10'

Sail area: 9,688 sq. ft. LOD: 90' Beam: 22' Tons: 98 GRT LWL: 83' Freeboard: 3' 6" Power: 350 hp diesel

Rig height: 90' Hull: steel 1947; Alphen, The Netherlands, Gouwsluis.

Built: Crew: 8. Trainees: 50 (day sails), 25 (overnight). Contact: Captain Doug Prothero, President,

True North of Toronto, Ltd., 249 Queen's Quay West, Suite 111,

Toronto, Ontario M5J 2N5, Canada; 416-260-6355,

416-918-0137; FAX 416-260-6377.

E-mail: schooner@inforamp.net

Web site: http://www.inforamp.net/~cruise

Victory Chimes



uilt in Bethel, Delaware, in 1900, the Schooner Victory Chimes is the largest commercial sailing vessel under the American flag and the only original three-master still working in America. Recently nominated for National Historic Landmark status, the Victory Chimes has been quietly supporting herself and a succession of private owners for the past 95 years. She has never been supported by foundations, grants, or endowments, and continues to be a well maintained

working vessel. Her current caretakers/ owners, Captain Kip Files and Captain Paul DeGaeta, offer Windjammer style vacations on Penobscot Bay. At over 200 gross tons, the Victory Chimes attracts career-minded professional crew and carries a crew of nine.

Sail area: 7,100 sq. ft.

USA. Flag:

Rig: Gaff schooner, 3-masted. Rockland, ME: Coastal Maine. Home port/waters:

Who sails? High school and college groups as well as individuals and adults of all ages.

Affiliated institutions include Baylor Academy.

Season: June through September. Cost: \$100 per person per day.

Program type: Sail training for crew, apprentices, and paying trainees. Sea education in marine

science, maritime history, and ecology based on informal in-house programming.

Sparred length: 170'

Paying passengers on overnight passages.

Draft: 7' 5" (min.) Beam: 25' LOD: 132 LOA: 140' Rig height: 87'

Tons: 208 GRT Power: yawl boat with engine LWL: 127' Freeboard: 11' Hull: wood

J. M. C. Moore. Designer:

1900; Bethel, DE, Phillips & Co. Built:

Coast Guard certification:

Specifications:

Passenger Vessel (Subchapter T). Crew: 10. Trainees: 44. Age: 16-75. Sex: coed. Captain Kip Files, Victory Chimes, Inc., Contact:

PO Box 1401, Rockland, ME 04841; 207-265-5651, 800-745-5651.

E-mail: kip@somtel.com

Web site: http://www.midcoast.com/victorychimes

Viking

Viking is a sailing whaleboat, an open boat designed to be launched from a larger ship while at sea, and was built at Puget Sound Naval Shipyard in 1939 for use in the Navy's fleet sailing program. As the US prepared for war, the Navy stripped its ships and whaleboats were sent ashore. The sailing program was never reinstated, and surplus Navy whaleboats found their way to Sea Scout units around the country, offering thousands of youth the opportunity to learn sailing, seamanship, and teamwork on the water. Of those boats, only a handful remain.

The Sea Scout Ship *Viking* has been serving the youth of the Bay Area for over 60 years, offering programs that teach sailing, seamanship, and leadership to young women aged 14-21. Her sister ship, *Corsair*, offers similar programs for young men. The two ships participate in many joint activities. In addition to the annual two-



week summer cruise in the Sacramento Delta, the Sea Scouts organize day sails, races, weekend outings, dances, and regattas. New members are always welcome, both young and adult.

Sail area: 600 sq. ft.

Tons: 8 GRT

Hull: wood

Flag: USA. Rig: Cutter

Home port/waters: San Francisco, CA: San Francisco Bay and tributaries.

Who sails? High school students and individuals. Affiliated institutions include Sea Exploring,

Boy Scouts of America, San Francisco Bay Area Council.

Program type: Sail training for female trainees, aged 14-21. Sea education in marine science and

maritime history in cooperation with other groups.

Sparred length: 30' Draft: 4' 6"

Specifications: Sparred length: 30' LOD: 30'

LOD: 30' Beam: 8'
LOA: 30' Rig height: 35'
LWL: 28' Freeboard: 2'

Designer: US Navy.

Built: 1939; US Navy, Puget Sound Naval Shipyard.

Coast Guard

certification: Uninspected Vessel.

Crew: 6 to 18.

Contact: Nick Tarlson, 22 Battery Street, #1100,

San Francisco, CA 94111; 415-956-5700., FAX: 415-788-5413

E-mail: seascouts@dictyon.com

Web site: http://www.tbw.net/~chriss/scouts

Virginia



uilt in 1913, Virginia is a Q-Class Dsloop designed to race under the Universal Rule developed by Nathaniel Herreshoff in 1901. The Q-Class boats were so fast that they were required to sail as a separate class within the Universal Rule. One of the few yachts named to the National Register of Historic Places (1991), Virginia has had a long and successful career; she is a three-time winner of the Chicago-Mackinac Race, winner of the Milwaukee, South Shore Yacht Club "Virginia Series"—which takes its name from the boat—and more than 30 smaller cups.

Virginia is still sailed and raced in Southern California. In 1990, Virginia won first place and first-to-finish in the Bermuda Race, and in 1992 was first in class and first overall in the Long Beach-Dana Point Race, winning the Dana

Point series.

Virginia's sail training program focuses on helmsmanship, sail trim, and yacht racing. Participants also practice all crew positions for rigging, setting, jibing, and dousing the spinnaker.

Flag: USA. Sloop. Rig:

Home port/waters: Dana Point, CA: coastal southern California.

Who sails? Individuals. Season: Year-round.

Beginning through advanced sailing and ocean racing. Program type:

Specifications: Sparred length: 43' 10" Draft: 6'

Sail area: 851 sq. ft. LOD: 44' Beam: 8' 6" Tons: 14 GRT LOA: 43' 10" Rig height: 56' Hull: wood LWL: 27' 6" Freeboard: 2'

Designer: William Gardner.

1913; City Island, NY, Wood & McClure Shipyard. Built:

Coast Guard certification:

Sailing School Vessel (Subchapter R). Crew: 6-8; 1-2 instructors. Trainees: 6 (day). Age: adults. Sex: coed.

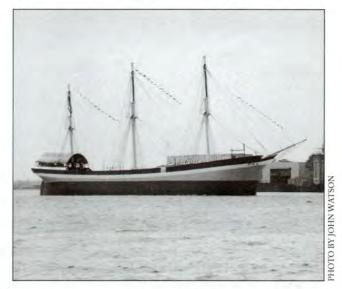
Steve Christman, President, Contact: Nautical Heritage Society,

1964 Calle Negocio Unit B, San Clemente, CA 92673;

949-369-6773; FAX 949-369-6892.

Web site: http://www.californian.org

Wavertree (Work in Progress)



Tavertree was built in Southampton, England in 1885. She was first employed to carry jute for use in making rope and burlap bags, voyaging between India and Scotland. Within two years, she entered the tramp trade,

taking cargoes anywhere in the world. After 25 years, she limped into the Falkland Islands in 1911, having been almost dismasted in a gale off Cape Horn. Rather than re-rigging her, her owners sold her for use as a floating warehouse at Punta Arenas, Chile.

Wavertree was converted into a sand barge at Buenos Aires, Argentina in 1947, and was acquired there by the South Street Seaport Museum in 1968 for eventual restoration to her appearance

as a sailing vessel. By the time Wavertree was built, she was nearly obsolete, being replaced by ocean-crossing steam ships. At the same time, iron—long the choice of shipbuilders in iron-producing countries such as England—was giving way to steel. Wavertree was one of the last large sailing ships built of wrought iron, and today is the largest afloat. Currently undergoing restoration, when completed it is hoped that Wavertree will be able to engage in a limited sailing program.

Flag: USA.

Rig: Full-rigged ship. Home port/waters: New York, NY.

Sea education in marine science, maritime history, and Program type:

ecology in cooperation with accredited schools and other groups.

Other education programs focused toward restoration.

Specifications: Sparred length: 325'

Draft: 11'(min.), 22'(max.) Sail area: 31,495 sq. ft. LOD: 263' Beam: 40' Tons: 2,170 GRT

Hull: iron Rig height: 167'

Built: 1885; Southampton, England, Oswald Mordaunt & Co.

Contact: Blake Lannon, Director, Public Affairs,

South Street Seaport Museum, 207 Front Street, New York, NY 10038; 212-748-8733; FAX 212-748-8610.

Web site: http://www.southstseaport.org

Weatherly



uilt for the 1958 America's Cup, and D the winner of the Cup in 1962, Weatherly was for years the only Cup defender in Newport. She is handsome, fast, and famous, and her beautifully re-

stored mahogany hull and elegant, comfortable interior make her a joy to sail in any conditions. Available for racing, corporate team building, casual sails, or special events, she has a large and faithful following.

USA. Flag:

Specifications:

Rig:

Home port/waters: Newport, RI: New England and Chesapeake Bay. Who sails? Individuals of all ages.

Cost:

\$1,700 group rate per day, \$50 per person for evening sail.

Sail training for volunteer or paying trainees. Program type: Sea education based on informal in-house programming. Passenger day sails.

Sparred length: 69' Sail area: 1,850 sq. ft. Draft: 9'

LOD: 69' Beam: 12' Tons: 28 GRT Rig height: 90' LOA: 69' Power: diesel LWL: 60' Freeboard: 4' Hull: wood

Designer: P. Rhodes.

Built: 1958, Stamford, CT, Luders.

Coast Guard

certification: Passenger Vessel (Subchapter T). Crew: 3. Passengers/trainees: 12.

America's Cup Charters, Contact:

PO Box 51,

Newport, RI 02840;

401-849-5868; FAX 401-849-3098.

Welcome

The Welcome is a 55-foot sloop, a replica of the original Welcome built in 1775 at Fort Michilmackinac during the Revolutionary War, which later became a British military vessel. The current Welcome is under reconstruction on a pier at the Great Lakes Maritime Academy in Traverse City, Michigan.

The Mackinac Island State Park Commission built the Welcome for the

200th anniversary of Independence Day. The vessel sailed the Great Lakes for a number of years before serving as a dockside museum in Mackinac City. In December of 1992, the Maritime Heritage Alliance (MHA), a nonprofit organization located in Traverse City, Michigan, was awarded the vessel for reconstruction.



Volunteers of the MHA, having built the schooner *Madeline*, are using their traditional boat building skills to restore this magnificent vessel. A target date for launching has been set for August 2000. When completed, the Welcome will again serve as a living museum of Michigan's maritime tradition, from the era of the American Revolution.

Hull: wood

USA. Flag:

Rig: Square topsail sloop.

Home port/waters: Traverse City, MI: Northern Great Lakes. Who sails? Members of the Maritime Heritage Alliance.

Welcome is affiliated with The Association for Great Lakes History.

Rig height: 96'

Program Type: Sail training and maritime history for students of all ages.

Sparred length: 90' Draft: 8' Tons: 45 GRT Specifications:

LOA: 56 Beam: 16' Power: diesel

LWL: 49' Freeboard: 6'

Fred Ford. Designer: Built: 1976; Mackinaw City, MI, Ted McCutcheon.

Coast Guard

certification:

Attraction Vessel.

Crew: 5. Trainees: 11. Age: 13+. Sex: coed.

Richard Brauer, Maritime Heritage Alliance, Contact: 232 East Front Street, Traverse City, MI 49684;

616-946-2647; FAX 616-946-6750.

E-mail: mha.tc@juno.com

Web site: http://www.traverse.com/maritime/

Western Union



The Western Union is patterned after the schooners of the turn of the century that once roamed the high seas in the age of sail. Constructed of long leaf yellow pine with a Spanish Madeira mahogany-framed hull, the ship was built in Key West by the order of the Thompson Fish Company for operations they conducted on behalf of the Western Union

Telegraph Company.

When launched in 1939, Western Union was among the last "working schooners" to be built in the United States. She was home-ported in Key West during her 35 years of active service for Western Union as a cable repair vessel. In 1974 she was about to be converted into a barge when she was purchased by Captain John Krause and put into passenger service. Western Union was acquired by Vision Quest in 1984 and renamed New Way for the

important role she would play in redirect-

ing troubled youth.

In February 1997 the Western Union returned to Key West and was designated the flagship of the city. Already a national landmark, plans are underway to create a museum recalling the vessel's origins. She is now available for dockside tours, day sails, and special charters.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Key West, FL.

Who sails? School groups from elementary school through high school, individuals of all ages.

Season: Year-round.

Program type: Passenger day sails. Dockside interpretation while in port.

Specifications: Sparred length: 130' Draft: 7' 9" Sail area: 5,000 sq. ft. LOD: 92' Beam: 23' Tons: 91 GRT

LOD: 92' Beam: 23' Tons: 91 GRT LWL: 85' Rig height: 103' Power: twin diesels

Hull: wood

Built: 1939; Key West, FL, Herbert Elroy Arch.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Contact: Captain Jacques Depart, 202 (R) William Street, Key West, FL 33040; 305-292-1766; FAX 305-292-1727.

E-mail: keywu@ibm.net

Web site: http://www.historictours.com/keywest/wunion.htm

Westward

Westward was built in 1961 as a private yacht for around-the-world service. She is modeled after the North Sea pilot schooners, which sailed offshore in rough seas to await incoming cargo vessels. She is owned and operated by the Sea Education Association (SEA) of Woods Hole, Massachusetts. SEA's founders located Westward through the late Captain Irving Johnson and purchased her to found SEA in 1971. During the last 25 years, SEA

has refitted *Westward* several times to make her suitable as a seagoing classroom and research platform. Bunks were added below and the on-deck scientific laboratory was significantly upgraded in 1988. *Westward* also houses a small computer



room/library and an impressive array of oceanographic sampling gear, plus navigational and safety equipment. From 1971 to 1988, *Westward* sailed as a Research Vessel; she now meets the USCG specifications for Sailing School Vessels.

Flag: USA.

Rig: Staysail schooner, 2-masted. Home port/waters: Woods Hole, MA: worldwide.

Who sails? SEA educational programs attract outstanding educators and a variety of motivated and

adventuresome students who are admitted by competitive selection.

More than 150 colleges and universities award full credit for SEA Semester.

Season: Year-round.

Program type: Marine and maritime studies including oceanography, nautical science, history, literature,

and contemporary maritime affairs. SEA programs include SEA Semester (college level, 12 weeks long), SEA Summer Session (college level, 8 weeks long), and SEA Seminars for high school students and K-12 teachers. All programs include a seagoing component

on board the Sailing School Vessels Westward and/or Corwith Cramer.

Specifications: LOA: 125' Draft: 12' Sail area: 7,000 sq. ft LWL: 82' Beam: 22' Tons: 138 GRT

Hull: steel Power: 350 hp diesel

Designer: Eldridge McInnis.

Built: 1961; Lemwerder, Germany, Abeking & Rasmussen.

Coast Guard

certification: Sailing School Vessel (Subchapter R).

Crew: 10 instructors (6 professional mariners; 4 scientists). Students/trainees: up to 24. Age:

primarily college-age students, with some high school and postgraduate students. Sex:

coed.

Contact: Sea Education Association (SEA) Inc.,

PO Box 6, Woods Hole, MA 02543; 508-540-3954; 800-552-3633; FAX 508-457-4673.

E-mail: admission@sea.edu

Web site: http://www.sea.edu

When and If



When the next war is over, and if I live through it, Bea and I are going to sail her around the world." So said George S. Patton about the 63-foot Alden schooner he had commissioned

in 1939. Built in Wicasset, Maine, When and If, as she was named, was perhaps the strongest Alden built. General Patton's dream was not to be, however—he was killed in an automobile accident shortly after the end of the war.

When and If remained in the Patton family until the 1970's, when Patton's nephew made a gift of her to the Landmark School in Pride's Crossing, Massachusetts, where she was the centerpiece of a sail training program for dyslexic children. In a storm in 1990, her mooring pennant broke and she was driven onto the rocks. Although the damage was extensive, the structural integrity of the boat was unaffected. She passed into private ownership, was rebuilt over the next three years, and relaunched in 1994.

When and If can now be seen cruising up and down the East Coast. With her majestic black hull and powerful rig, she turns heads wherever she goes.

Flag: USA.
Rig: Schooner.

Home port/waters: Vineyard Haven, MA: New England.

Who sails? School groups from elementary school through college, individuals and families. Program type: Sail training for paying trainees. Sea education in cooperation with accredited

schools and other groups. Special education arrangements are available.

Dockside interpretation during port visits.

Specifications: Sparred length: 85' Draft: 9' Power: GM 4-71 LOD: 63' 5" Beam: 15' Hull: wood

LOA: 63' 5" LWL: 43' 3"

Designer: John G. Alden.

Built: 1939; Wicasset, ME, F.F. Pendleton.

Rebuilt by Gannon and Benjamin, Vineyard Haven, MA.

Coast Guard

certification: Passenger Vessel (Subchapter T).
Crew: 3. Trainees: 15 (day sails), 6 (overnight).

Contact: Virgina C. Jones, Gannon and Benjamin Marine Railway,

PO Box 1095, Vineyard Haven, MA 02568;

508-693-4658; FAX 508-693-1818.

E-mail: gandb@tiac.net

Web site: http://www.tiac.net/users/gandb

William H. Albury

In an era when the Atlantic crossing Lis measured in hours rather than weeks and most people's occupations anchor them to a desk, counter, or workbench, Sea Exploring offers a learning-by-doing environment. Lessons of character-building and teamwork apply to all facets of one's life. The Sea Explorer program requires that each trainee exert and extend him or herself physically, morally, and mentally to perform duties which contribute to the ship. The reward, over and above the experience of a world of beauty and challenge, is the satisfaction and self-assurance that contributes to self-discipline. The William H. Albury's Sea Explorer Program offers lessons in ecology and international cooperation, as



well as history, science, literature, and art. Subject to the dictates of nature, the Sea Explorer program is adventuresome while also a developer of character and a molder of lives.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Miami, FL: Biscayne Bay, Florida Keys, and Bahamas.

Who sails? School and other groups and individuals. Affiliated institutions include Boy Scouts

and schools in Dade County, Broward County and Abaco, Bahamas.

Cost: \$75 per person per day; \$600 group rate.

Program type: Sail training with crew and apprentices and paying trainees. Sea education in

maritime history and ecology in cooperation with accredited schools and colleges

and other groups. Passenger day sail and overnight passages.

Specifications: Sparred length: 70' Draft: 6' Sail area: 2,100 sq. ft.

LOD: 56' Beam: 14' Tons: 24 GRT LOA: 60' Rig height: 64' Power: 150 hp diesel

LWL: 49' Freeboard: 6' Hull: wood

Built: 1964; Man o' War Cay, Abaco, Bahamas, William H. Albury.

Coast Guard

certification: Uninspected Vessel.

Crew: 3. Trainees: 30 (day), 14 (overnight). Dockside visitors: 30.

Contact: Captain Joseph A. Maggio, Marine Superintendent, Inter-Island Schooner,

3145 Virginia St., Coconut Grove, FL 33133; 305-442-9697 FAX 305-442-0119.

E-mail: heritage2@mindspring.com

Web site: http://www.schooners.com/cruise

William H. Thorndike



he schooner William H. Throndike sails the coast of Maine in the summer. She has received several awards, including the "Most Photogenic" at the 1994 Antigua Wooden Boat Regatta.

Current voyaging plans include a revisit to Antigua in 1999/2000 and participation in Tall Ships 2000®.

Sail area: 2,200 sq. ft.

Tons: 43 GRT

Power: diesel

Formerly the schooner Tyrone, the William H. Thorndike was named as the fourth ship for Dr. William H. Thorndike of Boston. Voyages feature traditional sailing with a spirit of lighthearted competition and camaraderie.

Flag:

Rig:

Gaff schooner. Maine.

Home port/waters: Who sails?

Individuals and families.

Season:

Year-round

Program type:

Sail training and seamanship for trainees of all ages.

Specifications:

Sparred length: 75' LOD: 65'

Draft: 8' 6" Beam: 15'

LOA: 65'

Rig height: 80'

LWL: 50' Hull: wood

Designer: Built:

Sam Crocker. 1939; Sims Brothers.

Coast Guard

certification:

Uninspected Vessel.

Crew:

2. Trainees: 4.

Contact:

Townsend D. Thorndike, 222 Whiteface Intervale, North Sandwich, NH 03259;

603-284-7174; FAX 603-284-9258.

Windy

Ruilt in 1996, Windy was the I first 4-masted schooner built in the US since 1921. During the summer months she sails daily out of Navy Pier near downtown Chicago, offering hands-on sailing experiences to the public. During the off-season she sets an educational course through the Great Lakes, Erie Canal, eastern seaboard, and Caribbean. She is a unique blend of the best traditions, modern materials, and safety features. She has many features not found on older tall ships, including 10 private cabins, a bunk room for 12, a great cabin, as well as a bow thruster,

shoal draft, and wing keel. In 1999, square sails will be added to her foremast, making

her a barquentine.

Windy's sail training programs focus on maritime heritage and nautical science and are designed for groups up to 150 for day sails and 26 on overnight passages. Programs are adapted to the needs of schools, seniors, corporations, churches,



scouts, and other groups. Windy is also ideal for private charters, corporate functions, team building, weddings, and other celebrations. A new sister ship to Windy is planned to be launched in time to participate in Tall Ships 2000*. Afterwards she will serve in a new sail training program based in Chicago and offer longer off-season adventures.

Flag: USA.

Rig: Gaff topsail schooner, 4-masted (to be converted to barquentine in 1999).

Home port/waters: Chicago, IL: Great Lakes, East Coast, and Caribbean.

Who sails? Individuals high school age and older.

Cost: \$10 and up for students, \$25 for adults for 3-hour sail.
Season: June-September, Chicago; October-May, East Coast.
Program type: Maritime heritage and nautical science education programs,

public recreation cruises, and private charters.

Specifications: Sparred length: 148' Draft: 8' 6"

Sparred length: 148' Draft: 8' 6" Sail area: 5,000 sq. ft.

LOD: 109' Beam: 25' Tons: 140 displacement

LOA: 109' Rig height: 85' Power: 300 hp diesel

LWL: 95' Freeboard: 7' Hull: steel

Designer: R. Marthai.

Built: 1996; Detyens Shipyard/Southern Windjammer, Ltd.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Trainees: 150 (day cruises), 26 (overnight). Sex: coed.
Contact: Captain Robert Marthai, Windy of Chicago, Ltd.,

600 East Grand Ave., Chicago, IL 60611; 312-595-5472.

Off-season: 2044 Wappoo Hall Rd., Charleston, SC 29412; 843-762-1342.

"Wisconsin's Flagship"



(Work in Progress)

ounded in 1991, the Wisconsin Lake Schooner Education Association was created to re-establish the rich historical, cultural, and environmental bonds between the Wisconsin community and its most important resource, the Great Lakes. The organization teaches young and old, including Wisconsin's at-risk and underprivileged children, while serving as a vital resource for Wisconsin's business and tourism industries.

The Wisconsin Lake Schooner Education Association aims to forge a link between the past and present by building and operating a modern reproduction of the historic Great Lakes Schooner of

Sail area: 8,000 sq. ft.

the 19th century. Once completed, "Wisconsin's Flagship" will operate as: a floating, traveling classroom to be used as a tool for hands-on, interdisciplinary learning; a focal point for increased awareness of the Great Lakes ecosystem, and a catalyst for cultural awareness through preservation of our rich maritime history; and a goodwill ambassador for the state, representing the best of Wisconsin throughout the world.

USA. Flag:

Rig: Schooner, 3-masted.

Home port/waters: Milwaukee, WI: Great Lakes.

Specifications: Sparred length: 134' Draft: 8' 9"

LOD: 91' Beam: 23' 6"

LOA: 103' LWL: 88' 4"

Tons: 100 GRT Hull: wood Power: twin diesels

Designer: Timothy Graul.

Built: Under construction; Milwaukee, WI, Peter Little.

Coast Guard

certification: Sailing School Vessel (Subchapter R), Passenger Vessel (Subchapter T).

Carrie O'Malley, Contact:

Wisconsin Lake Schooner Education Association, 500 N. Harbor Drive, Milwaukee, WI 53202;

414-276-7700; FAX 414-276-8838.

E-mail: schooner@execpc.com

Web site: http://www.wis-schooner.org

Wolf

he Wolf is a classic 74-■ foot topsail schooner built in 1983 in Panama City, Florida by Master Builder Willis Ray and Finbar Gittleman. Home-ported in Key West, Florida, the Wolf is patterned after the blockade runners that once plied the waters of the Florida Straits in the 19th century. The vessel is US Coast Guard-certified for up to 44 passengers coastwise and can board up to six passengers for international voyages.

The schooner *Wolf* has been operating in Key West for over 15 years and has come to symbolize the essence of the "island spirit" that draws visitors from all parts of the world. *Wolf* specializes in sunset sails, weddings, and private charters, and often serves as the lead vessel in harbor parades and traditional events. The *Wolf* is also available for longer voyages and has been featured in many films



and documentaries.

Captain Finbar sailed the *Wolf* to Jamaica after Hurricane Gilbert to deliver a cargo of relief supplies, and is currently organizing similar efforts for survivors of Hurricane Mitch in Central America. The *Wolf* has sailed extensively in the Caribbean, Bahamas, and Gulf of Mexico and is planning to participate in Tall Ships 2000°.

Flag: USA.

Rig: Square topsail schooner.

Home port/waters: Key West, FL: Caribbean, Atlantic, Gulf of Mexico.

Who sails? Elementary and middle school groups, individuals and families.

Cost: \$25 per person for 2-hour sail, \$800-\$1,900 group rate per day.

Program type: Sail training for crew and volunteer trainees. Sea education in cooperation with

organized groups and as informal in-house programming. Passenger day sails and

overnight passages. Dockside interpretation at home and during port visits.

Specifications: Sparred length: 74' Draft: 7' Sail area: 2,500 sq.

Sparred length: 74' Draft: 7' Sail area: 2,500 sq. ft. LOD: 63' Beam: 15' Tons: 37 GRT LOA: 63' Rig height: 56' Power: 216 hp diesel

LWL: 49' Freeboard: 5' Hull: steel

Designer: Merrit Walter.

Built: 1983; Panama City, FL, Willis Ray/Captain Finbar Gittleman.

Coast Guard

certification: Passenger Vessel (Subchapter T).

Crew: 4-5. Trainees: 44 (day sails), 6 (overnight).

Contact: Captain Finbar Gittleman, Wolf/Key West Packet Lines, Inc.,

PO Box 1153, Key West, FL 33041; 305-296-9653; FAX 305-294-8388.

Young America



The topsail schooner Young America is sailing again after a three-year restoration. She finished her second season of day trips in Atlantic City, New Jersey, in 1998 and competed in The Great Chesapeake Bay Schooner Race in the fall of 1998. Young America spent the winter of

1998-99 in Belize.

With her broad decks and spacious accommodations, *Young America* is ideal for both day sails and

weekly charters. Aboard the Young – America, one "gets the feel" of a tall ship with her high bulwarks and quarterdeck, and her new topsail schooner rig is both distinctive and exciting to sail. Charters can be tailored to meet the individual need of guests.

Flag: USA.

Rig: Gaff topsail schooner, 2-masted.

Home port/waters: Atlantic City, NJ: Atlantic City and Camden, NJ (summer), Caribbean (winter). Who sails: School groups from elementary school through college, individuals and families.

Cost: \$25 per person per day, \$2,000 group rate per day, \$1,200 per person per week.

Program type: Sail training for crew. Sea education in cooperation with schools and other groups and as informal in house programming. Passenger day sails and overnight passages

and as informal in-house programming. Passenger day sails and overnight passages.

Dockside interpretation during port visits.

Sparred length: 125' Draft: 9' 6" Sail area: 3,400 sq. ft.
LOD: 90' Beam: 24' Tons: 94 GRT
LOA: 94' Rig height: 85' Power: diesel

Hull: ferro-cement Charles Wittholz.

Designer: Charles Wittholz.

Built: 1976; Port Jefferson, NY, David Kent.

Coast Guard certification:

Specifications:

Passenger Vessel (Subchapter T).

Contact: Scott Chew, President, Young America,

800 N. New Hampshire Ave., Atlantic City, NJ 08401;

609-348-8818; FAX 609-348-2869.

E-mail: youngamerica1@juno.com

Web site: http://www.schooneryoungamerica.com

Zodiac

esigned to reflect the highest achievement of naval architecture under working sail, Zodiac was fundamentally a yacht. Built in 1924 for the Johnson & Johnson Pharmaceutical Company, she raced the Atlantic from Sandy Hook, New Jersey to Spain in 1928. The crash of 1929 forced her sale to the San Francisco Pilots Association in 1931.

Renamed California, she served forty years off the Golden Gate as the largest schooner ever operated by the Bar Pilots. She was bought in 1975 by a group of young craftsmen experienced in wooden boat restoration and was renamed Zodiac.

In 1982 she was placed on the National Register of Historic Places. Certified by the Coast Guard as a Passenger Vessel, she sails Puget Sound, the San Juan Islands, and the Canadian Gulf



Coast. Zodiac's spaciousness and amenities make her the ideal boat for sail training and education programs enjoyed by a wide range of people.

In early spring and late fall Zodiac hosts Elderhostel sessions, offering courses on sailing, navigation, Northwest Native American culture, legends of the Pig War Island, and geology and natural resources of the San Juan Islands. Summer sessions are open to sailing enthusiasts sixteen years and older.

USA. Flag:

Gaff schooner. Rig:

Home port/waters: Seattle, WA: Puget Sound, San Juan Islands, Canadian Gulf Islands.

Who sails? High school through college age students, adults and families.

Season: March to November. Cost: \$2,300 per day group rate.

Sail training for trainees sixteen and older, learning by standing watches on the helm, on Program type:

sailing stations, and in the chart house.

Sparred length: 160' Draft: 16'

Sail area: 7,000 sq. ft. LOD: 127 Beam: 26' Tons: 147 GRT LOA: 127' Rig height: 101' Power: diesel Hull: wood LWL: 101' Freeboard: 5'

Designer: William Hand, Jr.

Built: 1924; East Boothbay, ME, Hodgdon Brothers.

Coast Guard

Specifications:

certification: Passenger Vessel (Subchapter T).

Crew: 8. Trainees: 49

June Mehrer, Vice President, Vessel Zodiac Corporation, Contact:

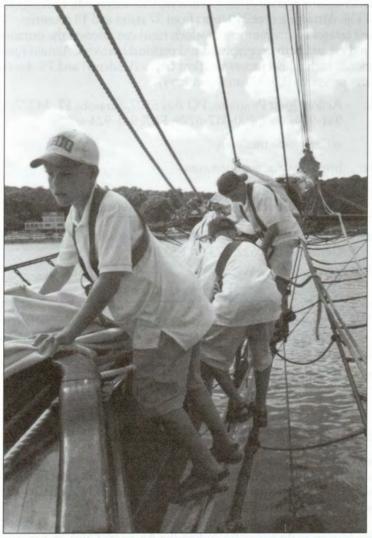
PO Box 322, Snohomish, WA 98291-0322; 425-483-4088; FAX 360-563-2469.

Web site: http://www.nwschooner.org



College students are offered academic credit through the Sea Education Association. Theses students studied aboard the schooner Westward, Fall Semester 1998.

ASTA Affiliate Members



ASTA members offer sail training for all ages

ActionQuest

ActionQuest summer adventure programs offer teenagers the excitement of yachting while living aboard, developing new friendships through teamwork, and acquiring valuable, lifelong leadership skills. Shipmates gain certification in sailing, scuba diving, marine science, water skiing, and windsurfing during their three weeks onboard. Most shipmates arrive with no previous experience, yet the first time they set sail from the dock, it will be a shipmate who takes the helm under the guidance of our licensed sailing masters. Programs operate in the Caribbean, Mediterranean, Galapagos, Australia, Tahiti, and Fiji. Attracting over 250 teens from 37 states and 18 countries, ActionQuest creates an environment in which teens can discover the extraordinary in their lives and expand both geographical and personal horizons. ActionQuest also offers nine-month high school programs afloat (Argo Academy) and 75-day college-level semester programs (Caribbean Sea-mester).

Contact:

ActionQuest Programs, PO Box 5507, Sarasota, FL 34277;

941-924-6789, 800-317-6789; FAX 941-924-6075.

E-mail:

actionquest@msn.com

Web site:

http://www.actionquest.com

Chicago Commons Association

Contact:

Frank Seever, Chicago Commons Association, 915 N. Wolcott,

Chicago, IL 60622; 773-342-5330.

Dirigo Cruises

Since 1973 offering educational voyages for all ages: celestial navigation, nature expeditions, sail training, and midshipman programs. Operating in New England, Canada, Caribbean, and the South Pacific.

Contact:

Captain Eben M. Whitcomb, Jr., 39 Waterside Lane, Clinton, CT 06413; 860-669-7068; FAX 860-669-2297.

East End Seaport and Marine Foundation

The East End Seaport and Marine Foundation is a nonprofit organization founded to preserve, restore, and recognize the marine and seaport history of Eastern Long Island. Its programs and activities include the maintenance of Long Beach Bar "Bug" Lighthouse at the entrance to Peconic Bays. It also maintains the East End Seaport Maritime Museum, which features exhibits about sea life, aids to navigation, local shipbuilding history, yacht racing (including the America's Cup), and an original fourth-order Fresnel lens. In addition, the Foundation is restoring a century-old marine railway for the purpose of servicing historic tall ships. Each fall the foundation puts on the East End Seaport Maritime Festival, featuring whale boat races and a wooden boat regatta, and in October the Foundation hosts the annual scallop festival.

Contact:

East End Seaport Marine Foundation,

One Bootleg Alley, PO Box 624, Greenport, NY 11944;

516-477-0004; FAX 516-477-0198.

Escape by Sail

Escape by Sail offers a variety of sailing vacations designed to enhance appreciation of the world's oceans, island ecosystems, and indigenous cultures. As sailing enthusiasts, we offer the finest, most exotic sailing vacations and adventure travel the charter world has to offer. Our knowledge, experience, and service are offered at no additional cost to our clients.

As a historical component to our adventure, Escape by Sail promotes both recreational and instructional tall ship passages in the US and abroad.

Contact:

Captain Doug Cleckner, Director, Escape by Sail, 212 Laurel Street, Suite 208, Santa Cruz, CA 95060; 831-460-1728, 800-853-2200.

E-mail:

wind@escapebysail.com

Web site:

http://www.escapebysail.com

Girl Scouts of the USA

A sailing ship is a superb "camp-of-the-sea" where Girl Scouts can develop self-potential, relate to others, develop values, and make the world a better place. Whether they focus on environmental action, international friendship, heritage, arts, technology, science, or careers, Girl Scouts can sail through handbooks, badges, and interest projects with a progression of activities for every age level. Starting with basic safety for the youngest Daisy Girl Scouts who are in kindergarten through tall ship adventures for Senior Girl Scouts in high school, Girl Scout girls and volunteers are always eager for more local and national opportunities like ASTA tall ships races and rallies.

Girl Scouts and sail training have a long tradition, going back to 1935 with Girl Scout Mariners sailing the Johnson's *Yankee*. The Mystic Seaport Mariner Program aboard *Brilliant* and *Joseph Conrad* was originally named for the Girl Scouts for whom the program was designed. Mariner Girl Scouts has been a special interest option for thousands of girls, with some troops continuously active for over 60 years! If you or someone you know is or wants to become involved with Girl Scouts and tall ships, come sail with us or come aboard for a Mariner Reunion during Mervyn's California Gold Rush Race in July, 1999.

Contact:

Nancy H. Richardson, Girl Scouts of the USA, 420 Fifth Avenue, New York, NY 10018-2798; 800-223-0624, ext. 8554; FAX 212-852-6515.

E-mail:

nrichardson@girlscouts.org

Independence Seaport Museum

The Independence Seaport Museum is located on the Delaware River at Penn's Landing in downtown Philadelphia. The Museum is a private, nonprofit institution dedicated to the collection, preservation, and interpretation of materials relating to maritime history, with a particular emphasis on the Delaware Bay and River.

Located in a newly-renovated, multi-million dollar facility, the Museum houses permanent and changing exhibit galleries, classrooms, an active boat building shop, and a specialized maritime library. Museum visitors can tour the 1944 US Navy submarine *BECUNA* and the cruiser *OLYMPIA*, launched in 1895. The 1934 Trumpy motor yacht *Enticer* is maintained and operated in the charter trade.

The Museum regularly provides berths for visiting vessels and has jointly offered educational programs with sail training vessels such as *Niagara*, *A. J. Meerwald*, *Pioneer*, and *Mimi*.

Contact:

Paul DeOrsay, Assistant Director, Independence Seaport Museum,

211 South Columbus Boulevard, Philadelphia, PA 19106;

215-925-5439; FAX 215-925-6713.

E-mail:

seaport@libertynet.org

Web site:

http://www.libertynet.org/~seaport

International Sail and Power Association

Contact:

Mr. Kevin Wilson, 3034 Edgemont Boulevard,

PO Box 75504, North Vancouver, BC V7R 4X1 Canada;

604-987-5494; FAX 604-980-0080.

E-mail:

ispa@axionet.com

Junior Sailing Program, Royal Bermuda Yacht Club

Contact:

Paul J. Slaughter

Royal Bermuda Yacht Club

PÓ Box HM 894

Hamilton, HMDX Bermuda 441-295-2214; FAX 441-295-6361

Mercy High School Tall Ship Semester for Girls

Sponsored by Mercy High School in San Francisco, CA, the Tall Ship Semester is the only extended academic sail training program for high school girls. This semesterlong outreach program is designed to foster self-esteem and to offer young women life skills, a sense of opportunity, and a tangible community. Active both as crew members and as scholars, each of the participants will stand watch and perform the duties of a deck hand. Classes will be taught in Oceanography, Maritime Literature, Coastal History, the Mathematics of Navigation, and Seamanship.

The semester offers young women a chance to test themselves, to accomplish real feats, and, in the process, to discover new capabilities. The program will begin ashore in San Francisco, with the students then embarking on an eight-week voyage to the Sea of Cortez aboard the *Californian*. Following the voyage, the students will complete their academics for five weeks on land. As the students learn to take risks and accept challenges, they will discover new cultures, new possibilities, and new personal horizons. These lessons will serve them throughout their lives.

Contact: Caitlin Schwarzman, Tall Ship Semester for Girls,

3250 19th Ave., San Francisco, CA 94132; 415-334-0525 ext. 311; FAX 415-334-9726.

E-mail: caitlin@infinex.com

Web site: http://www.mercyhs.org

Midlantic Sailing School

The Midlantic Sailing School is an American Sailing Association-accredited sailing school based at the Penn's Landing Marina in downtown Philadelphia. The school was founded and is operated by certified sailors who are also experienced teachers. The mission of the school is to:

- Bring the sailing experience to Delaware Valley residents of all ages and skill levels utilizing the resources offered by the Delaware River and the Penn's Landing Corporation.
- · Operate safely, conveniently, professionally, enjoyably, and affordably.
- Actively promote the maritime environment of the Philadelphia waterfront.
- Support maritime-related nonprofit activities and offer complimentary instruction to disadvantaged teenagers.
- Increase sailing appreciation through participation in national and regional sailing organizations.
- Contact: Richard S. Grzywinski, Midlantic Sailing School, PO Box 43687,

Philadelphia, PA 19106-3687; 215-574-1758; FAX 215-592-4677.

E-mail: info@midsail.com

Web site: http://www.midsail.com

National Outdoor Leadership School

The National Outdoor Leadership School (NOLS) has a 30-year history of excellence in outdoor education and leadership. Today, NOLS runs eight branch schools around the world and courses on five continents. Sail training is available on open boats in Baja California, Mexico, on keel boats in Desolation Sound, British Columbia, and as a cultural experience aboard dhows in Kenya, East Africa. These courses are run as self-reliant sailing expeditions. Training in a multitude of other skill areas is available from sea kayaking to mountaineering, hiking, horse packing, and more. Leadership, safety and judgment, and minimum-impact camping are central themes throughout every NOLS experience. College credit is available on most courses through the University of Utah. NOLS is a private, nonprofit educational corporation.

Contact: NOLS Admissions, 288 Main Street, Lander, WY 82520;

307-332-8800; FAX 307-332-8811.

E-mail: admissions@nols.edu

Web site: http://www.nols.edu

New Jersey Fresh Seafood Festival

The New Jersey Fresh Seafood Festival, held annually on the second weekend in June, was organized in 1989 to raise money for local charities, promote ocean awareness and support the state's fishing and seafood industries. A tall ship is the featured attraction at each festival. Most recently, the *A.J. Meerwald* provided tours to 18,000 festival attendees who came out for the great food, crafts, exhibits, and entertainment that make the New Jersey Fresh Seafood Festival in Atlantic City one of the hottest weekends at the Jersey shore.

Contact: Joseph Tosh,

New Jersey Fresh Seafood Festival,

2915 Atlantic Avenue, Atlantic City, NJ 08401;

609-347-4386.

Northern S.T.A.R (Sail Training and Renewal)

The Northern S.T.A.R. programs offers academic programs focused on maritime history and ecological marine biology, with particular emphasis on crew experience, expeditionary learning, and early intervention.

Contact: David Smith, Executive Director,

1010 Stroud Court, Charlevoix, MI 49720; 616-547-1817.

E-mail: dsmith@sunny.ncmc.cc.mi.us

Northwest Schooner Society

Seattle's Northwest Schooner Society (NWSS) provides a unique opportunity for teens and adults to experience a piece of American history aboard fully restored "floating classrooms." The Society is a nonprofit, tax-exempt organization, founded in 1994 to allow more people to experience the excitement and challenge of old-fashioned seamanship, twenty-four hours a day.

The Northwest Schooner Society sponsors voyages of different lengths on historic ships through their own multidisciplinary educational program. Under billowing canvas, schools and youth groups experience real-life application of science, math, history, and geography. Programs are designed to bring out the best in teenagers, introducing youngsters to an inner strength they never knew they had while they haul sail to harness the elements. From their home ports in Bellingham and Seattle, they sail the stunning and protected waters of Washington State and British Columbia. The Society organizes environmental cruises on the 1924 schooner *Zodiac*, the largest sailing ship on the West Coast. The Society also owns and operates the 87-foot steel power yacht *Rebecca*, built in 1947.

Contact: Bill Vonk, Northwest Schooner Society, PO Box 9504,

Seattle, WA 98109; 800-551-NWSS; FAX 206-633-2784.

Web site: http://www.nwschooner.org

Ocean Voyages

Ocean Voyages was founded 20 years ago to provide participatory educational sailing programs throughout the world. Programs are open to sailing enthusiasts of all ages. Most programs run from one to four weeks in length. Ocean Voyages works with educators and institutions to design customized programs for youth participation for "youth of all ages." Ocean Voyages also has extensive experience in scientific research projects and documentary and feature films.

Ocean Voyages works toward preserving our maritime heritage and sailing arts, and providing opportunities for people to gain sailing education and seafaring experience. Coastal and inter-island programs are available in addition to offshore passage-making and around-the-world voyaging opportunities. Program areas include: Hawaii, California, the Pacific Northwest, Galapagos Islands, Aegean Sea, Caribbean, French Polynesia, and New Zealand, as well as Pacific and Atlantic Ocean crossings. Many of the international vessels that Ocean Voyages works with are preparing to participate in Tall Ships 2000® and OpSail 2000.

Contact: Mary Crowley, Director, Ocean Voyages, 1709 Bridgeway, Sausalito,

CA 94965; 415-332-4681, 800-299-4444; FAX 415-332-7460.

E-mail: sail@voyages.com or voyages@ix.netcom.com

Project Link, Ltd.

Project Link was founded in 1984 to facilitate the incorporation of special-needs students into regular classroom settings. Project Link recently expanded the scope of its mission to include all students both before and after graduation. The new focus of the organization relates directly to the maritime world, taking special advantage of the coastal opportunities of Boston Harbor and vicinity.

Project Link is working with a number of Boston area schools to develop a program that will allow students to interact with personnel aboard several sailing vessels, providing real-life, real-time elements to issues and problems being discussed in class. Two such Internet links have been established with the *Picton Castle* and the USCG Barque *Eagle*. The study course will culminate with a sail aboard *Firebird*, a 47-foot Alden yawl. In addition to this program, Project Link helps students discover meaningful careers in the maritime field following high school graduation.

Contact: John V. Henderson, Executive Director, Project Link, Ltd.

PO Box 167, Manchester, MA 01944; 978-768-7469; FAX 617-357-5834.

E-mail: projlink@MA.ultranet.com

Rebel Marine Service, Inc.

Contact: Captain Lane Briggs, 1553 Bayville Street, Norfolk, VA 23503;

757-588-6022; FAX 757-588-7102.

E-mail: schoonerman@novagate.com

Web site: http://www.schoonerman.com/rebel.htm

Sail Baltimore

Sail Baltimore is a nonprofit community service organization dedicated to offering maritime educational experiences to the general public, visitors, local citizens, children, and disadvantaged youth. Other goals are to stimulate the economy of the City of Baltimore and surrounding communities, to increase regional tourism, provide a forum and network for encouraging business development opportunities, and to foster international cultural exchange.

This mission is accomplished through recruiting, planning, and hosting visits of various types of ships whose presence in the harbor offers an educational but non-commercial experience. Sail Baltimore also produces special events designed to attract people to the city's waterfront, including several successful tall ship events and water parades over the past ten years.

Contact: Laura McCall, Executive Director, Sail Baltimore,

Suite B, 200 West Lombard Street, Baltimore, MD 21201-2517;

410-752-8632; FAX 410-385-0361.

Sail Martha's Vineyard, Inc.

Sail Martha's Vineyard is a 501(c)(3) nonprofit organization dedicated to celebrating and perpetuating Martha's Vineyard's maritime heritage and culture. Its activities encourage island children to be comfortable on the water by offering boat handling and sailing instruction free of charge, adult sailing classes, and support for the high school sailing club for competitive sailors.

Sail Martha's Vineyard supports educational programs in the public elementary schools that familiarize island children with the maritime traditions of Martha's Vineyard, such as our wooden boat project. It attracts interesting and historic vessels to the island, supports such local vessels, and serves as a clearinghouse for other maritime-related organizations and initiatives on the island.

Sail Martha's Vineyard depends entirely on its volunteers and is funded through individual and community contributions and grant support.

Contact:

Matthew Stackpole, President, Noreen Baker, Coordinator, Sail Martha's Vineyard, Box 1998, Vineyard Haven, MA 02568; 508-696-7644; FAX 508-696-8819.

Sail Training Association of Taiwan

Contact:

Al Scalabrin, 208 Jong Shiaw 1st Road, Kaohsiung, Taiwan; 886-7-221-336; FAX 886-7-216-6585.

Sausalito Tall Ships® Society

The Sausalito Tall Ships Society (STSS) is a California nonprofit organization dedicated to educating people in nautical skills and supporting the preservation and operation of traditional sailing vessels, particularly tall ships.

Goals and Strategies:

Provide opportunities for sail training experiences for young people.

Provide sails and shipboard education for members.

· Support shore-side education.

Replenish the Cadet Scholarship Fund.

· Promote tall ships visits in San Francisco Bay.

· Increase the size and visibility of the organization.

STSS is currently supporting the Mercy High School tall ship semester for girls aboard the *Californian* in 1999. This is a first for high school girls in San Francisco. The organization is also involved in the activities of Mervyn's California Gold Rush Race, organized by ASTA between San Francisco and San Diego in July, 1999.

Contact: Alice Cochran, President, Sausalito Tall Ships Society,

PO Box 926, Sausalito, CA 94966; 415-331-1009.

E-mail: info@stss.org

Web site: http://www.stss.org

SeaQuest Studio

SeaQuest Studio represents three generations of sailors passing on the seafaring arts as an integral discipline of maritime education. Through junior sailing outreach, scouts, teacher workshops, flotillas, and festival demonstrations, we are actively promoting the past and future of seafaring artistry.

For two years, the "Seafaring Artisan" crew has sailed the coast of North Carolina involving sailors and educators in meaningful, practical, and decorative art forms of seamanship; i.e. wayfinding arts, logs/illustration, cartography, carving/scrimshaw, graphics, marlinespike, textiles, etc.

Training artists for the marine industry involves understanding dynamic innovation as a tradition, and it is this creative force that our sailors come to find within themselves. By exploring our artistic heritage under sail, we hope to nurture a genuine concern for our water planet.

Contact: Susan Wallace Carr, Director, SeaQuest Studio,

500 Tuxedo Avenue, Cleveland, OH 44131; 216-398-1105.

E-mail: maritech@webtv.net

Seattle Sea Scouts

Contact: Captain John Kelly, 5271 45th Avenue SW, Seattle, WA 98136; 206-932-0971.

Urban Harbors Institute

The Urban Harbors Institute conducts multidisciplinary research on urban harbor issues ranging from water quality to waterfront development. The Institute sponsors workshops, symposia, and educational programs. It publishes reports and proceedings, provides technical assistance to community and business leaders and the general public, and maintains a resource library. It also cosponsors an annual expedition aboard the schooner *Sylvina W. Beal* (for six geography credits) and day programs are offered aboard various schooners from the New England region.

The Institute is associated with the University of Massachusetts' programs in environmental sciences, geography, and management. Its core staff, senior associates, and researchers have expertise in public policy, coastal resource management, marine law, economics, waterfront planning, international coastal zone management, and education.

Contact: Madeleine Walsh, Urban Harbors Institute,

University of Massachusetts-Boston, 100 Morrissey Blvd., Boston, MA 02125; 617-287-5570; FAX 617-287-5575.

US Merchant Marine Academy

The US Merchant Marine Academy is located on Long Island Sound at Kings Point, New York. The USMMA, founded in 1943, is the fourth of the five federal service academies. Its mission is to train young men and women for civilian and military careers in the nation's maritime and intermodal transportation system. During a four year course of study, midshipmen spend one year at sea as cadets aboard commercial merchant ships, where they gain valuable practical experience. The remaining three years are spent at the Academy. Upon graduation, individuals receive a Bachelor of Science degree, a US Coast Guard license as deck or engineer officer, and a commission as an Ensign in the US Naval Reserve. Tuition, room, and board are provided by the federal government, in exchange for a 5-8 year service obligation in the civilian transportation industry, active duty military, or Naval Reserve.

The Academy has long recognized the leadership and seamanship skills gained through sail training, and supports an extensive waterfront program. This includes a five-boat offshore sailing team, an inter-collegiate sailing team, and an extensive instructional and recreational fleet. All midshipmen are required to learn to sail, and nearly 20% participate in the extra-curricular program. Midshipmen operate and maintain all small craft, and serve in all billets, from skippers to watch captains and navigators.

Contact: CDR Eric Wallischeck, USMS, Sailing Master,

Yocum Sailing Center, US Merchant Marine Academy,

Kings Point, NY 11024-1699; 516-773-5396.

E-mail: sailing@usmma.edu

Web site: http://www.usmma.edu

Ventura County Maritime Museum

The Ventura County Maritime Museum is located at Channel Islands Harbor in Oxnard, California, about 50 miles "upcoast" from Los Angeles. Founded in 1991, the mission of the Museum is to provide a cultural center dedicated to the interpretation of maritime history through interactive exhibits and educational outreach.

The Museum houses displays which depict the history of Channel Islands harbor and Port Hueneme, the only deep-water port between Los Angeles and San Francisco. Ship models trace more than 3,000 years of maritime history, from reed boats used by Peruvian fisherman to modern-day car carriers, including the work of Ed Marple, one of America's foremost ship model builders. The Museum also has an extensive and world-class marine art collection, featuring works by noted artists John Stobart, Montague Dawson, David Thimgan, Roy Cross, and others. Exhibits on whaling, sailor's arts, navigation instruments, and shipwrecks round out the permanent collection.

The Student Outreach program, staffed entirely by volunteers, visits more than 30 schools each year, and conducts in-house tours for approximately 3,500 fourth and fifth-grade students from Ventura County schools.

Contact: Mark Bacin, Ventura County Maritime Museum,

2731 South Victoria Avenue, Oxnard, CA 93035;

805-984-6260; FAX 805-984-5970.

E-mail: VCMM@aol.com

Williams-Mystic

The Maritime Studies program of Williams College and Mystic Seaport offers undergraduates the opportunity to focus a semester on the study of the sea. Students take four Williams College courses at Mystic Seaport: maritime history, literature of the sea, marine science (either oceanography or marine ecology), and marine policy. Academics are enhanced by hands-on maritime skills classes in sailing, shipsmithing, celestial navigation, or sea music. There are opportunities to climb aloft on square-riggers.

Four field seminars are incorporated into the curriculum each semester. Aboard a 130-foot staysail schooner, students voyage offshore for nearly two weeks in the North Atlantic each fall and in the Caribbean each spring semester. These expeditions involve intensive student participation. Students also travel to Nantucket and the Port of New York for the Atlantic Coast Field Seminar, and out west to California and Oregon to compare and contrast the flora, fauna, history, and environmental issues of the Pacific Coast.

Students return to Mystic and apply knowledge gained in their field experiences toward research projects in history, marine science, and marine policy. A full semester of credit is granted through Williams College (equivalent to 18 transfer credits). Financial aid is available.

Contact: Sarah Gedraitis, Assistant Director of Admissions,

Williams-Mystic Maritime Studies Program, Mystic Seaport, 75 Greenmanville Avenue, PO Box 6000, Mystic, CT 06355-0990;

860-572-5359; FAX 860-572-5329.

E-mail: williams@mysticseaport.org

Web site: http://www.mysticseaport.org/williams-mystic

Wooden Boat Foundation

The Wooden Boat Foundation is a nonprofit organization located in Port Townsend, Washington, committed to fostering respect for self, community, and environment by providing a center for unique educational experiences through the exploration of traditional maritime skills. Located in Washington's "Victorian Seaport," the Foundation offers its members and community a comprehensive maritime library, a chart room for classes and seminars, a woodworking shop, and a public retail store featuring maritime books and gifts. Our educational programs are the Summer Sea Symposium, small boat summer sailing for students and adults, 1 to 12-day programs, and the Annual Wooden Boat Festival, now in its 20th year. With 14,000 visitors, the festival features workshops, seminars, demonstrations, classic boat regattas, music, Native American canoes and culture, model boat building, fish prints for children, and other education presentations. Proceeds from the event enable the foundation to develop and support its educational mission.

Contact: Aletia Alvarez, Cupola House, 380 Jefferson Street,

Port Townsend, WA 98368; 360-385-3628; FAX 360-385-4742.

E-mail: wbf@olympus.net

Web site: http://www.olympus.net/edu/wbf/

WoodenBoat School

The WoodenBoat School is located on a 64-acre waterfront campus in Brooklin, Maine. Founded in 1981, the school's twin focus is on wooden boat building and seamanship taught by experienced professionals in the marine industry. Sailing courses are taught by experienced, licensed instructors on cutters, Friendship sloops, ketches, and more than 20 assorted small craft ranging from sailing prams to Herreshoff 12½'s. Instruction in related crafts such as lofting, marine mechanics, marine survey, painting and varnishing, marine photography, navigation, and marine art is also offered. Accommodations are available at the school. Courses are also offered at various off-site locations around the country.

Contact: Rich Hilsinger, Director, WoodenBoat School, PO Box 78,

Brooklin, ME 04616; 207-359-4651; FAX 207-359-8920.

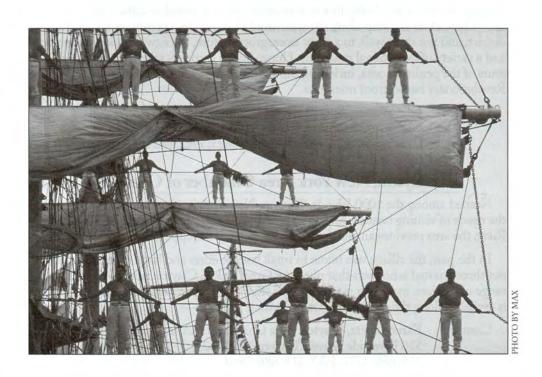
Web site: http://www.woodenboat.com



Working aloft offers fresh breezes—and a fresh perspective.

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ASTA Supporting Members



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Charleston Maritime Center

The Charleston Maritime Center, completed in May, 1997, is the new waterfront facility for both residents and visitors of Charleston, South Carolina. Located on the peninsula's edge of this historic city, the new maritime center brings the community in touch with the waterfront and Charleston's rich maritime heritage.

Built in conjunction with and adjacent to Charleston's future South Carolina Aquarium, this project is the first step to redevelop and revitalize Charleston's historic area. The Center is a stop along the waterfront that has close proximity to the historic district, and is a short walk to a ships store, grocery store, the new Charleston Library, and a variety of exceptional museums. Horse-drawn carriages take visitors on daily tours of the peninsula area, including the Battery District, known for its stately pre-Revolutionary harborfront mansions.

Contact: Julie Weston, Special Events Coordinator,

Charleston Maritime Center, 10 Wharfside Street,

Charleston, SC 29401; 843-853-3625; FAX 843-577-6673.

Clayton, New York Area Chamber of Commerce

Nestled among the 1000 Islands, Clayton, New York is a community that caters to the needs of visiting boaters. Sitting on a peninsula surrounded by the St. Lawrence River, the area provides an endless variety of recreational opportunities.

In the past, the village was home to small boat builders and large shipyards, turning out three-masted schooners that plied the Great Lakes. Clayton now offers a full range of services, including marinas, ship's stores, and repair facilities. Ample dockage is available along the picturesque waterfront.

Contact: Karen Goetz, Clayton Area Chamber of Commerce,

510 Riverside Drive, Clayton, NY 13624; 315-686-3771; FAX 315-686-5564.

E-mail: ccoc@gisco.net

Web site: http://thousandislands.com/claytonchamber

Colonna's Shipyard

Colonna's Shipyard, Inc. is a full-service ship repair and shipbuilding facility strategically located in the Port of Hampton Roads, Virginia. Founded in 1875, it is the oldest family shipyard in the United States.

Colonna's has four marine railways capable of handling vessels up to 400 feet in length and up to 18 feet of draft. There is also a floating drydock for even larger vessels—17,200 tons, 640 feet long, 85 feet wide, and drawing 30 feet.

Especially important to the prudent sailing mariner is Colonna's shop capabilities, including the finest machine shop on the East Coast. A carpenter shop is available for heavy timber, deck, spar, and finish joinery repairs, as well as overhauls and conversions. Colonna's and Norseman Marine's joint-effort rigging shop is capable of designing and fabricating standing and running rigging to the largest sizes and the most rigid quality standards. Steel and aluminum repairs and new construction are carried out in Colonna's new fabrication facility. ASTA members are always welcome at Colonna's.

Contact: J. Douglas Forrest, Executive Vice President, Colonna's Shipyard,

400 East Indian River Road, Norfolk, VA 23523;

757-545-2414; FAX 757-543-2480.

E-mail: colonna@series2000.com

Web site: http://www.colonnaship.com

Conventures, Inc.

The International Sail Training Association and the American Sail Training Association have once again appointed Conventures, Inc., New England's oldest and largest special events company, to act as the Boston Port Organizer for Tall Ships 2000®, July 11-16, 2000.

Led by Dusty S. Rhodes, Conventures produced Sail Boston 1992 for which she received numerous prestigious commendations including: the Special Event of the Year Award from the International Special Events Society, the Silver Anvil Award from the Public Relations Society of America, and the Lifetime Achievement Award from the Publicity Club of New England. Additionally, Dusty S. Rhodes was the first civilian woman recipient of the Distinguished Public Service Medal from the Commandant of the United States Coast Guard. The award stated that "largely through her efforts, the Port of Boston set a new standard of excellence for marine events."

With the full support of Senator Edward M. Kennedy, Senator John F. Kerry, Governor Argeo Paul Cellucci, Mayor Thomas M. Menino, the Massachusetts Port Authority, and the entire Massachusetts Congressional Delegation, Sail Boston 2000 promises to exceed the successes of 1992. Conventures welcomes all sailing vessels to Sail Boston, July 11-16, 2000!

Contact: Dusty S. Rhodes, Conventures, Inc.,

One Design Center Place, Suite 718

Boston, MA 02210; 617-439-7700; FAX 617-345-0888.

E-mail: info@sailboston.com

Web site: http://www.sailboston.com

Fall River Celebrates America

The 13th annual Fall River Celebrates America Waterfront Festival, August 11-15, will be a family oriented, alcohol-free series of events and exhibits at Battleship Cove and Heritage State Park on the historic Fall River, Massachusetts waterfront.

Tall ships, Portuguese Night, multi-cultural exhibits, Country Night, three entertainment stages, fireworks, children's entertainment, sailing regattas, and more are a few of the many attractions. In addition, year-round attractions such as Battleship Massachusetts, the Marine Museum at Fall River, the Old Colony and Fall River Railroad Museum, the Fall River Carousel, and the *Bounty* will be available.

The festival is sponsored in part by the Chamber of Commerce, the City of Fall River, the Fall River Cultural Center, the FIRSTFED Charitable Foundation, and other businesses. Tall ships interested in participating and for further information please call.

Contact: Donna Futoransky, Executive Director,

Fall River Celebrates America, 200 Pocasset St.,

Fall River, MA 02721; 508-676-8226; FAX 508-675-5932.

Web site: http://www.frchamber.com

Village of Greenport, New York

Located in the beautiful, deep, and superbly protected waters of the Gardiners/ Peconic Bay system of eastern Long Island, Greenport Harbor has been a uniquely appealing destination for mariners since the dawn of American history. Modern-day Greenport remains true to this heritage. A sea-born visitor arriving today steps off the boat and back in time to enjoy an authentic working seaport where a car is unnecessary.

Deep water dockage for large and small vessels is available at a municipally owned marina in the heart of a downtown listed on the National Register of Historic Places. Stores, galleries, and services, including those catering to mariners such as welding, hauling, carpentry, and marine hardware—even a hospital—are but steps away. A waterfront park upland of the marina is currently being developed with a vintage carousel, outdoor amphitheater, and a boardwalk connecting the marina to a transportation center where bus, rail, and ferry connections are available to Shelter Island, New York City, and destinations throughout Long Island.

Greenport is keenly interested in visits by tall ships and sail training vessels and will make special arrangements to attract them.

Contact: Mayor David Kapell, Village of Greenport, 236 Third Street,

Greenport, NY 11944; 516-477-3000; FAX 516-447-2488 or hail the Greenport Harbormaster on VHF Channel 9.

Port of Hampton, Virginia

Chart a course to the lovely and picturesque Hampton waterfront, the premiere boating center on the Lower Chesapeake Bay. Visit the secluded, safe, deep waters of Downtown Hampton and you'll find:

- Six downtown waterfront marinas
- Secluded, safe harbor with deep water slips up to 13 feet
- Two major marine supply retailers, three sailmakers, dozens of fiberglass, engine, and other marine repair services
- Haul-out facilities for vessels from 15 to 80 feet and up to 70 tons
- Waterfront hotel and amenities, drug store, post office, laundry, gourmet wine shop, 14 restaurants and 35 specialty shops, all within a two-block radius; hospital and dentists within 10 minutes; two international airports within 20 minutes.
- Virginia Air & Space Center, restored antique wooden carousel for adults and children, scenic parks, and waterfront promenade
- Downtown block parties, festivals and special events from April through November Showers, restrooms, laundry, dumpsters, pump-out facilities, telephones, and data ports are available through the Downtown Hampton Public Piers Dockmaster office. Visit the Downtown Hampton Public Piers, one mile from the Intracoastal Waterway, just past Old Point Comfort. Follow channel markets 13 & 14 to Hampton River. We monitor VHF Channel 16.

Contact:

Ian Bates, Dockmaster, Downtown Hampton Public Piers, 762 Settlers Landing Road, Hampton, VA 23669; 757-727-1271; FAX 757-727-1255.

Lorain, Ohio Port Authority

Lorain, Ohio is a working waterfront located at the mouth of the Black River on the southern shore of Lake Erie, midway between Cleveland and Sandusky. Phase I of the 1986 Strategic Development Plan for Lorain's harbor area, including marinas, retail and public open space, and recreational facilities is complete.

The new, 20-acre Black River Wharf Boat Ramp site provides six-lane public launch with commercial/retail shops and public open space. The 22-acre "Grove Site" Project will create a well-balanced mixed-use development. Proposed uses for the site include a Riverwalk, Transportation Center, Industrial Heritage Museum, and Festival Grounds.

The Lorain Port Authority also sponsors the PortFest, held annually the second weekend in June to celebrate the development occurring along the waterfront. There is continuous live entertainment on three stages and activities for all ages, including artists' displays, waterfront exhibits and demonstrations, a boat show, car show, children's rides, and fireworks.

Contact: Amit M. Pandya, Lorain Port Authority, 110 Alabama Avenue, Lorain, OH 44052; 440-204-2267; FAX 440-288-1872.

Norfolk FestEvents

Norfolk FestEvents coordinates all aspects of Norfolk's waterfront ship visits program. Facilities in Norfolk include the new, state-of-the-art Nauticus International Pier located at the National Maritime Center. Regular ship visits scheduled include tall ships and government vessels from the Navy, Coast Guard, and the National Oceanographic and Atmospheric Administration (NOAA). It is immediately adjacent to Town Point Park, site of free weekly festivals, concerts, and special events, and the Waterside Festival Marketplace, with 150 shops and restaurants open seven days a week. The Nauticus International Pier is centrally located and within short walking distance to downtown Norfolk shopping areas, a wide variety of restaurants and night-clubs, the YMCA, harbor and dinner cruise boats, churches, cultural activities such as theater and opera, the Chrysler Museum, and the MacArthur Memorial.

Contact: Karen Scherberger, Executive Director, Norfolk FestEvents,

120 West Main St., Norfolk, VA 23510; 757-441-2345; FAX 757-441-5198.

Web site: http://www.festevents.va.org

City of Port Colborne, Ontario

The Canal Days Marine Heritage Festival is a celebration of the Welland Canal and its further extension to Port Colborne, Ontario, Canada in 1833. The festival will run from July 30 to August 2, 1999. Over 100,000 people are expected to visit the city to view tall ships and unique marine vessels, a parade of lighted boats, beer tasting, food expo, fireworks, live music, arts and crafts, and more.

All tall ships and marine vessels are welcome to be our guest at Canal Days. If you should require financial assistance or would like to receive more information, please contact the Port Colborne Office of Economic Development and Tourism.

Contact: Shane Sargent, 66 Charlotte St., Port Colborne,

Ontario L3K 3C8 Canada; 888-PORT-FUN, 905-835-2900 ext. 310; FAX 905-835-2969.

E-mail: edo@portcolborne.com

St Lucie, Florida Chamber of Commerce

St. Lucie County is one of the fastest growing areas in the nation. At the same time, the cost of living has remained relatively low. St. Lucie County's location at the convergence of I-95 and Florida's Turnpike, combined with ongoing road improvements and relatively low land costs, reinforces the County's position as an ideal location for distribution purposes. Approximately 80% of the Florida market is within a 150-mile radius.

St. Lucie County remains a prime location for companies and families to expand or relocate. The county continues to provide a favorable quality of life and has a receptive business climate. It offers many assets and continues to make gains in many areas. The development of a port offers ideal facilities for visiting tall ships.

Contact: George Haygood, St. Lucie Chamber of Commerce,

1626 SE Port St. Lucie Blvd., Port St. Lucie, FL 34952;

561-595-9939; FAX 561-335-4446.

Société du Vieux-Port de Montréal (Old Port of Montréal)

Since May 1992, the Old Port of Montréal has been offering Montréalers, yachting tourists, and tall ships a quality marina: The Port d'Escale.

Located in the Jacques Cartier Basin, the Port d'Escale is equipped with full range of up-to-date facilities to accommodate sailboats over 200 feet, docking on floating docks. Tucked into the heart of the Old Port, a few steps away from downtown Montreal, this secure facility provides a quiet haven for tall ships mooring there.

Because of its varied activities and its unique atmosphere, the Old Port is an important site for recreation and tourism in Montreal. Set a heading for the Port d'Escale, and discover Montreal in style.

Contact: Sylvain A. Deschamps, Harbourmaster,

333 de la Commune Street West, Montréal, Quebec H2Y 2E2 Canada; 514-283-5414; FAX 514-283-8423.

Tall Ships® Newport Salute 2000

Come to legendary Newport, Rhode Island where entertaining tall ships and their crews is a well-practiced tradition. Nowhere is there a tradition so rich in history, style, and culture. Often referred to as the birthplace of the American Navy, Newport's nautical history is evident everywhere. Founded in 1639 as a haven for those seeking religious freedom, today the City by the Sea is a favored spot of competitive sailors and a resort destination for those seeking an extraordinary travel experience.

Tall Ships® Newport Salute 2000 will take place from the 29th of June until the 2nd of July in 2000. While events such as a parade of lighted yachts, band concert, picnic with fireworks, a formal ball at a historic mansion, crew dances, parties, and rally events are planned around these dates, ships are welcome anytime. Newport has an active ship repair and supply industry. See the ad in this Directory for more details.

Contact: Captain Eric J. Williams, Tall Ships Newport Salute 2000, 17B

Bowen's Wharf, Newport, RI 02840; 401-847-8206; FAX 401-847-

8508.

E-mail: talshpsnpt@aol.com

Web site: http://www.tallshipsnewport.org



While not a requirement on most sail training vessels, some sailors find climbing aloft among the most exhilarating experiences of their lives.

About Sail Training



ASTA member vessels hail from around the world. A trainee gathers sail on Jolie Brise, based in the U.K.

Take Responsibility for Your Adventure!

By Michael J. Rauworth

One of the most important products of sail training is the development of a sense of judgment about what and whom you can rely on, and to what degree. This applies to: the compass, the weather forecast, your shipmates, the depths on the chart, the strength of the anchor cable, the vigilance of the lookout on the other ship, and many other things. Sail training also builds a reasoned sense of self-reliance. All of this starts from the moment you begin to think about a voyage. Use the information in this Directory to begin to evaluate and decide what might be the best sail training experience for you.

Recognize who you are dealing with and what is included. When you book a sail training trip, you are dealing with the vessel owner, or its representatives-ASTA is not involved. You must evaluate whether the financial and business arrangements make sense for you. If there is connecting travel involved, for example, find out if you must make the arrangements, or if it is somehow tied into those you make with the vessel. What happens if you miss your ship because your plane is delayed, or vice versa? Do you need trip insurance? Have you confirmed with the vessel owner any possible customs or immigration issues? Will you need a passport or a pre-purchased air ticket? You must seek out the answers to these questions.

Make informed, responsible decisions about risk and safety, level of challenge, physical suitability, and other important issues. One of the important reasons to embark on a sail training trip is to engage the world in a different, stimulating, and challenging way—if you want to stay

warm and dry, you should stay at home by the fireplace. Much of the point is to come face-to-face with the elements. At the very least, this probably means that you will find yourself wet, chilled, or tired at some point in a challenging voyage. But everyone's threshold for this is different, and you need to find out what you are likely to be experiencing in order to find out if it is well matched for you.

Since the beginning of time, going to sea has been recognized as carrying an element of risk. These days, we more commonly think about risk in connection with highway travel or aviation, but the idea is the same: you get a pre-flight safety brief on an airliner, you get a lifeboat drill on a cruise ship. Part of the value of sail training is addressing these issues head on. You need to decide whether you are comfortable with the combination of risks and safety measures connected with your proposed sail training trip.

For example, will you be able to go aloft? Will trips in smaller craft be involved? Will you be expected to stand watch at night? Do the demands of the ship match your physical and health capabilities? Are you on medication that will (or may) become necessary during the voyage, or do you have a condition (for example, hemophilia or epilepsy) that may require special access to medical attention; if so, is the vessel operator aware of this? Will you be able to get up and down the ladders, in and out of your berth, and along a heeled-over deck? If there is an emergency, will you be needed to handle safety equipment or to help operate the vessel?

Remember that sail training is often not intended to be like a vacation. Some vessels, on the other hand, may offer leisurely voyages, where very little will be asked of you. You should arrive at a clear understanding of these issues prior to setting sail.

In short, you must satisfy yourself that the trip you are looking into is the right thing for you to do, considering safety, risk, suitability, challenge, comfort, convenience, educational value, cost, and any other factors you consider important.

Does the American Sail Training Association have a hand in any of this? In a word—no! ASTA is your "bulletin board" to introduce you to opportunities. However, the American Sail Training Association does not operate any vessels, and has no ability or authority to inspect, approve, or even recommend vessels or programs because programs are constantly evolving and changing.

The American Sail Training Association is a nonprofit group with a limited staff. It serves as a forum for the sail training community, but it has no authority over what programs are offered, or how vessels are operated. The information in this directory is supplied by the vessel operators, and ASTA can not possibly verify all the information, nor visit all the ships in order to evaluate programs. For these reasons, you must take the information in this directory as a starting point only, subject to change and correction, and proceed directly with the vessel operator. The American Sail Training Association is not an agent or business partner for the vessel operators, and is not a travel agent.

ASTA believes in the value of sail training as a concept, but remember, from the moment you step beyond looking at this book, the decision and the resulting experiences rest with you.



Trainees aboard Pathfinder furl sail at the finish of the first leg of the 1998 Great Lakes Tall Ships Race Series.

Choosing a Sail Training Program

The four essential components of any sail training program are a seaworthy vessel, a competent captain and crew, qualified instructors, and a sound educational program appropriate and suited to the needs of the trainees onboard.

There are as many sail training programs as there are ships, and choosing the right one depends a great deal on your personal needs and desires. Sail training differs from going on a cruise ship, in that you are expected to take part in the running of the ship by handling sail and line and standing watch, as well as working in the galley (the ship's kitchen) or performing routine cleaning or maintenance duties. To what degree depends on the sail training program you select.

Do you want a program that specializes in marine biology or adventure travel? Would you like to ship out for a day, a week, a school semester—or, for as long as it takes to circumnavigate the world? Are you interested in maritime history? In celestial navigation? Whales? Do you want the unique challenge of climbing aloft in a square-rigger? A race across the Atlantic? Maine lobster dinners aboard classic windjammers? Exotic ports of call? Will you be bringing your wheelchair? Would you like to receive academic credit?

The answers to the above questions provide a profile for just some of the options available to you. As to what sail training programs require of you—beyond an eager willingness to get the most out of your voyage—the requirements are few:

Safety First!

Take a close look at the vessel's credentials. In the US, check to see if the vessel operates under United States Coast

Guard regulations. Does the vessel currently hold a USCG-issued Certificate of Inspection (see pg. 262 "Regulations for US Vessels") or comparable certification from the authorities of the country in which it is registered? If it is a non-US vessel you should ensure that the vessel operates in accordance with the maritime safety rules of that country. In most cases this is supervised by a government agency similar to the US Coast Guard. The resources section of the ASTA web site lists the latest known web sites of some of these agencies.

Talk to the program provider! Ask questions! Read the organization or company's literature; check out their web site. Most important: visit the ship if you can. Get a sense of the professionalism of the operation and the quality of its program. Find out about the experience level of the captain and officers. How long have they served the ship you are looking into? If you will be joining the vessel in a distant port, or if it does not hold a current USCG Certificate of Inspection, be especially diligent in your research. Ask the program operator for the names of past trainees or clients and give them a call and ask about their experience. The amazingly diverse range of opportunities featured in this book provides each of us with a variety of options.

Many ships venture no more than 20 miles from a harbor and are rarely underway overnight; others offer offshore voyaging and the challenge of distant passages where severe weather and water conditions may be unavoidable. Being underway around the clock requires watch duties night and day, demanding both physical and mental stamina and perseverance.

Experience

With very few exceptions, no prior sailing experience is required of trainees. Some programs do accept non-paying volunteers as crewmembers, but typically require experience in similar vessels or a long-term commitment—or both. Paying

positions typically require a license—
"Able-bodied Seaman" papers document
a minimum of 180 days spent underway
and successfully passing an exam administered by the US Coast Guard. Licenses
are awarded to crew based on additional
time underway, the tonnage of vessels
served in, waters sailed, technical training,
and additional testing.

Swimming Ability

Trainees are encouraged to have the ability to feel comfortable in and around the water; however, many programs have no formal swimming requirements.

Age

Most voyages are planned with a specific age group in mind. This varies from program to program, but many sail training programs start accepting unaccompanied trainees from the age of 14 (ninth grade). Ask what the composition of the ship's complement will be and, if you plan to send a young person on an extended voyage, what the in-port supervisory arrangements will be. Day sails and dockside education programs are readily available for elementary school students



Choose the sail training experience that is right for you. There are many exciting possibilities for people of all ages, backgrounds and abilities.

and overnight trips can be arranged for older school groups as well. There are a tremendous variety of adventure programs for adults of all ages, including "Elderhostel" voyages for seniors.

Academic Credit

Some vessels are tied directly to academic institutions that grant academic credit to trainees who successfully complete sail training programs as part of a course of study or project in a wide range of subjects. Some educational institutions will also grant credit for on-board independent study.

Coeducation

Just about every sail training vessel in the US sails with both male and female professional crew and programs are typically co-ed. Others are designed specifically for groups such as the Girl Scouts or in conjunction with a single-gender school or affiliated program.

Cost

Prices vary considerably, ranging from \$25 to \$150 per person per day, depending on the nature and the duration of the program and the type of vessel.

Note on Financial Aid:

A few vessels have limited financial assistance available, and some trainees, Scouting, and school groups have successfully sought private, business, and/or community support to help defray the cost of sail training. In addition, there are a small number of independent organizations that provide financial aid to trainees, usually through matching grants. Check with the sail training program you are interested in to see what opportunities may be available.

Regulation of U.S. Sailing Vessels

Underway operations differ from vessel to vessel depending on the type of program offered and the resulting opportunities provided. While the curriculum taught aboard any given vessel can vary from year to year or from voyage to voyage, the scope of a ship's mission is governed by regulations written and enforced by official agencies of the country in which the vessel is registered.

Here in the US, the United States Coast Guard (USCG) regulates the design, construction, operation, manning, sailing route and program options for all US-owned vessels carrying more than six passengers or paying trainees. In addition, the USCG also regulates all vessels working dockside as tourist attractions or historical exhibits. Passenger trade is limited to US-flagged vessels, which means that vessels registered in other countries may not carry passengers between US ports; however, sail training vessels from outside the US may carry trainees.

Each year, the Coast Guard issues US-owned vessels a certificate outlining the limits of the vessel's operations: what waters may be sailed—inland, near-coastal, coastal, or oceans; what crew positions must be filled by licensed mariners and the type of license required; how many trainees or passengers may be carried.

These factors are determined by the type of certificate the vessel holds which in turn is determined by its ability to meet a vast number of criteria, including the inherent stability of the vessel. Some types of certification require the vessel to undergo annual inspection of all on-board safety equipment (required in accordance with the type of certification and the sailing route) and of the vessel itself in regular out-of-the-water hull inspections. Some vessels carry dual certification.

What follows is a brief description of the various types of certifications governing the operation of US-flagged vessels.

Sailing School Vessels (SSV) are certified as Subchapter R – Nautical Schools – under Title 46 of the Code of Federal Regulations (CFR). An SSV is a vessel of less than 500 gross tons carrying six or more sailing school students or instructors, principally propelled by sail, and operated by a nonprofit educational organization exclusively for the purpose of sailing education. Sailing School Vessels are required to pass regular inspection by the USCG in order to maintain their certification.

Regulation of U.S. Sailing Vessels

Passenger Vessels are certified according to size and number of passengers (not engaged in educational activities or in the operation of the vessel) carried under Title 46 of the CFR:

Subchapter C – Uninspected (by the USCG) vessels that operate with no more than six passengers for hire.

Subchapter T – Small passenger vessels of under 100 gross tons that carry passengers for hire and are required to pass regular USCG inspection of the ship and all onboard equipment.

Subchapter K – Small passenger vessels of under 100 gross tons that carry more than 150 passengers for hire and are required to pass regular USCG inspection of the ship and all onboard equipment.

Subchapter H – Passenger vessels more than 100 gross tons that carry passengers for hire and are required to pass regular USCG inspection of the ship and all onboard equipment.

Attraction Vessels are frequently, although not always, stationary dockside exhibits. Although crewmembers may take the vessel from port to port, the USCG inspection certifies their safety for dockside programs only.

Oceanographic Research Vessels (ORV) are certified as Subchapter U under Title 46 of the CFR. An ORV is a vessel employed exclusively in either oceanographic (saltwater) or limnologic (freshwater) instruction and/or research, and are not necessarily equipped for passengers or other non-professionals.

For more information, access the United States Coast Guard through the "hot link" on ASTA's web site or contact the Government Printing Office for the above listed sections of the Code of Federal Regulations.

Erie, Pennsylvania

Your Port of Call on the Great Lakes

Safe, clean harbor in a center city location

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Easy access to Presque Isle State Park, Museums, Art Galleries, Public Library, Minor League Baseball, Pennsylvania Maritime Museum, and more!

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Erie: Home of the U.S. Brig Niagara



Visit the Erie-Western Pennsylvania Port Authority at www.goerie.com/bayfront



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- Hard cablelay Long strand deformation.
- UV stabilized Long lifetime

For further information call: 800-752-5960



Randers Ropeworks, Inc. 4241 21st Ave., W. #104 Seattle, WA 98199 USA

Shipping Out

Each year, ASTA asks one of its Member Organizations for the equipment list they provide to potential trainees, for use in this Directory. This list is a general guide only. Requirements may vary from vessel to vessel. Check for specific requirements of the program you are considering. The following list was provided by the Harvey Gamage Foundation.

Clothing:

- · Jeans: several pairs for work.
- · Shorts and T-shirts: also for work.
- Warm clothes: wool sweater, long sleeve shirt, windbreaker jacket for night time sailing. (The sea at night can be very chilly, even in the summer.)
- · Soft-soled shoes (two pairs) and socks (plenty).
- "Go ashore" clothes: these should not be fancy or valuable, just decent non-work clothes.
- · Hat with a visor to keep the sun off.

Please note: Clothes aboard the ship get dirty and often permanently stained. Also, clothes get wet, even through foul weather gear, so bring extra. BUT, don't bring too much, because storage space is limited.

Special Equipment:

- Sturdy, mid-sized knife: for rigging work. Preferably not a folding knife and about a 4-inch blade is the best. (This item is optional.)
- Sea bag or duffel bag as luggage. Hard suitcases are not allowed. (All your gear should fit into one bag.)
- · Flashlight.

Other:

- Sea boots (any kind of pull-on rubber boot) and foul weather gear (jacket and pants).
- Personal linens: towels and face cloth.
- · Personal hygiene materials.
- · Extra pair of eyeglasses if you wear them. Everyone should bring sunglasses.
- · Seasickness medication.
- · Sunscreen.

What NOT to bring:

- · Alcohol and illegal drugs are not allowed.
- Radios, personal stereos, and boom boxes are not allowed (but non-electric musical instruments are enthusiastically encouraged).



College studies at sea offer a different challenge every day.

ASTA Activities & Membership



ASTA Programs and Professional Services

ASTA's Annual Conference on Sail Training and Tall Ships® gathers ships' masters, port representatives, public officials, marine suppliers, naval architects, program administrators, festival managers, preservationists, environmentalists, crew members, and educators. Topics concerning vessel operations, regulatory issues, management, educational programming, and safety at sea are addressed each year, as are sessions on media relations, marketing, funding, and communications.

The International Safety Forum, initiated in 1992 in cooperation with the ISTA, expands the international dialogue among professional mariners by collecting and discussing case studies of actual incidents at sea and from these developing workable safety strategies. Professionals engaged in sail training, sea education, vessel operations, and tall ship events from throughout the world participate in the annual proceedings which take place on alternating sides of the Atlantic.



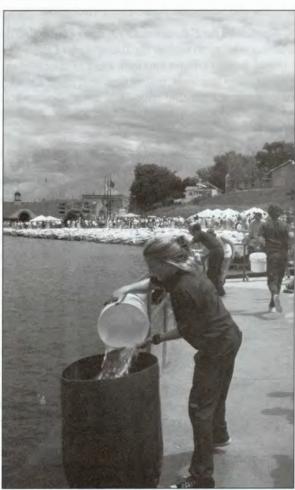
The acquisition of effective leadership skills begins with the ability to work successfully as part of a team.

http://tallships.sailtraining.org links you to the world of sail training. Hot links to ASTA Member Vessels make it easy to continue to learn more about opportunities under sail and the ships that can take you to sea. The ASTA website also provides links to Tall Ships® Events such as Tall Ships 2000®, Mervyn's California Gold Rush Race, and contacts to international sail training associations and resources around the world.

A Billet Bank provides notice of positions available aboard ASTA member vessels on ASTA's web site and in quarterly issues of *Running Free*. ASTA does not endorse any specific program or individual, but simply shares information as it becomes available.

One of ASTA's chief concerns has always been to ensure that the highest safety standards are maintained by all those who participate in sail training programs, whether as officers, crew, instructors, or trainees. ASTA's Safety Under Sail Seminars focus on safety and survival issues for sail training programs and provide the opportunity for captains, crew, and program developers to improve their instructional and operational skills.

The American Sail Training Association Marine Insurance Program provides ASTA Member Vessels the ability to secure comprehensive commercial insurance for all vessels, whether they are navigating, permanently berthed, or under construction and includes ben-



ASTA Sail Training Rallies allow trainees the opportunity to test their skills and seamanship in friendly competition. 1998 Sail Training Rally, South Haven, Michigan.

efits such as personal effects coverage for crew and trainees, separate deductibles for theft of electronics, and extension of liability coverage for piers, docks, and ticket areas.

ASTA Publications

Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea first appeared in 1980, and is now in its eleventh edition. The directory provides program and contact information for member vessels and sail training associations throughout the world. To help fulfill ASTA's mission, the directory is also distributed through maritime museums and their affiliated shops, marinas, maritime events, and sail training programs, as well as bookstores, libraries, high school guidance counselors, university career resource centers, and education conferences throughout the United States and Canada.

Guidelines for Educational Programs Under Sail defines ASTA standards for sail training education within the framework of the Sailing School Vessels Act. This manual defines criteria and indicators of effectiveness for the design, delivery, and evaluation of curricula, instruction, and program administration. In addition to the core of safe seamanship education, the guidelines apply to all aspects of sail training: adventure, education, environmental science, maritime heritage, and leadership development.

The ASTA *Syllabus and Logbook* enables trainees to keep a personal log of their sea time and to document their progress in sail training and records a progression of skill-building activities in nautical science: safety; seamanship; navigation; and oceanography. Completion of course work and sea time must be certified by either the instructor or the ship's master.

The International Safety Forum Proceedings, the annual publication of the Interna-

Traditional sailors have long said, "Take care of your ship and she'll take care of you."

tional Safety Forum, records the address of topics ranging from the theoretical to the practical: the need to balance safety and challenge in sail training operations, underway mishaps and lessons learned, hypothermia, crew training, safety drills, and designing sail training vessels and programs with safety in mind.

A Quick Guide to the Regulations Pertaining to Sail Training Vessels Visiting US Waters gives non-US vessels a sense of the regulations governing all vessels visiting ports in the United States and provides contact information for each of the federal authorities enforcing those regulations.

Tall Ships® by Thad Koza, published by Tide-mark Press with a foreword by ASTA Executive Director, Pamela Dewell Smith is available through the ASTA office. This beautiful book features four-color photographs of 150 sail training vessels in the international fleet.

ASTA Membership Opportunities

Individual

\$45

(Tax-deductible value is \$15)

- Complimentary copy of Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea.
- Subscription to Running Free, the ASTA newsletter covering tall ships news, events, and job opportunities.
- Member's Discounts at all ASTA programs, such as ASTA's Annual Conference on Sail Training and Tall Ships, the International Safety Forum, and Safety Under Sail Seminars.

Junior

\$30

(Tax-deductible value is \$0)

Open to sailors 22 years of age and younger.

· All of the benefits of Individual Membership above.

Family

\$75

(Tax-deductible value is \$35)

Open to 2 members at the same address.

- · All of the benefits of Individual Membership above plus:
- Two ASTA or Tall Ships 2000® coffee mugs.
- · Member discounts applicable to two.

Supporting

\$250

(Tax-deductible value is \$215)

Organizations, ports, companies, and associates of tall ships

- All of the benefits of Individual Membership above plus:
- Listing in Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea.
- · Listing in Running Free, the ASTA newsletter.
- Set of 4 ASTA or Tall Ships 2000® Coffee Mugs.

Corporate or Patron \$1,000

(Tax-deductible value is \$900)

For businesses and individuals wishing to express a greater commitment to ASTA's goals.

- · All of the benefits of Supporting Membership above plus:
- Two complimentary tickets to the ASTA Annual Awards Dinner.
- · Choice of ASTA Necktie or Blazer Patch.

Sail Training Organizations (please contact ASTA for rates) (Tax-deductible value is \$0)

Organizations operating sail training vessels or tall ships are enrolled for the calendar year, renewable between January and May of that year. Please contact the ASTA office for membership fees.

- Full-page listing (including photo of your vessel) in Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea.
- 10 complimentary copies of the Directory.
- Subscription to Running Free, the ASTA newsletter, and editorial opportunities.
- · A listing on ASTA's web site with a link to your web site.
- Publication of your ships' news/job opportunities in Running Free.
- Access to ASTA's crew placement service, the Billet Bank, with crew openings posted on ASTA's web site and printed in Running Free.
- Member's Discounts for all staff to ASTA Programs, such as ASTA's Annual Conference on Sail Training and Tall Ships, the International Safety Forum, and Safety Under Sail Seminars.
- · Access to the ASTA Marine Insurance Program.

Affiliate

(please contact ASTA for rates)

(Tax-deductible value is \$0)

Open to nonprofit organizations which do not operate vessels but do offer sail training or sea education programs (Scouts, schools, colleges, etc.).

- Listing in Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea.
- · 10 complimentary copies of the Directory.
- · Subscription to Running Free, the ASTA newsletter.
- Discounts for Affiliate Member staff representatives to ASTA Programs, such as ASTA's Annual Conference on Sail Training and Tall Ships, the International Safety Forum, and Safety Under Sail Seminars.

Membership Form

Yes, I/we want	to join the American Sail Tra	ining Asso	ciation!	
Name	7			
Organization.				
Mailing Addr	ess			
City	State	Zip	Country	
Phone	Fax	E-r	E-mail	
Please enroll m	e/us in the following members	ship categor	ry:	
	Associate Men	mberships		
	Individual		\$45	
	Junior		\$30	
	Family		\$75	
	Supporting		\$250	
	Corporate		\$1,000	
	Professional Trade	Members	hips	
	Affiliate (youth groups and	schools)	Call ASTA for rates	
* 🗆	Sail Training Organization		Call ASTA for rates	
Associate memb	erships are renewable on date	of annivers	ary.	
Professional me	mberships are for calendar yea	r.		
Addresses in Ca and handling o	nada or Mexico: Please add U ost. Membership outside North	S \$12.00 to America p	to cover additional postage blease add US \$16.00.	
	Check enclosed (US dollar	s drawn or	uS bank only)	
	Visa MasterCa	ırd		
Card number		Expi	ration date	
Name on card				
Mail or fax thi	s form to:			
	ASTA PO Box 1459 Newport, RI 02840 US	SA		
	FAX: (401) 849-5400			

The Ship's Store

Sail Tall Ships®! A Directory of Sail Training and Adventure at Sea, 11th edition	\$15.00
Guidelines for Educational Programs Under Sail	\$14.00
1998 International Safety Forum Proceedings	\$20.00
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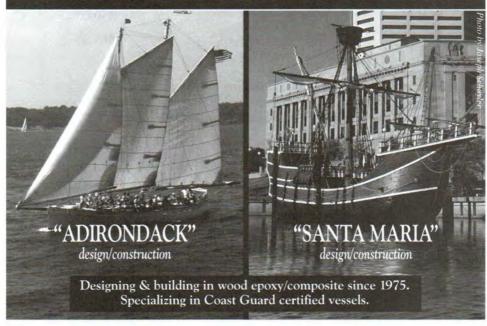
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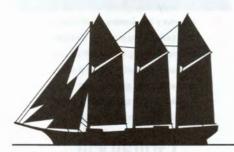
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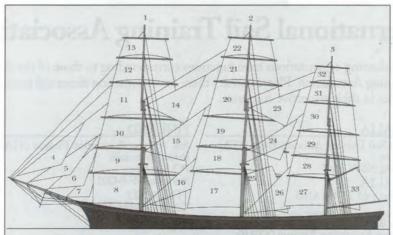
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- 10. Fore upper topsail11. Fore lower topgallant sail

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Australian Sail Training Association (AUSTA) PO Box 196 Crows Nest, NSW 2065 AUSTRALIA Tel and Fax: + 61 2 9498 6103

BELGIUM

Sail Training Association Belgium (STAB) Grote Singel 6 Schoten B-2900 BELGIUM Tel: + 32 3 6580 006

CANADA

Canadian Sail Training Association (CSTA) PO Box 21067 Ottawa South RPO Ottawa, ONT K1S 5N2 CANADA Tel: (613) 730-3243 Fax: (613) 730-2224

DENMARK

Danish Sail Training Association (DSTA) Lodsvoenget 12 Esbjerg V DK-6710 DENMARK Tel: + 45 7511 7581

FINLAND

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JAPAN Tel: + 81 45 680 5222 Fax: + 81 45 680 5221

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PORTUGAL

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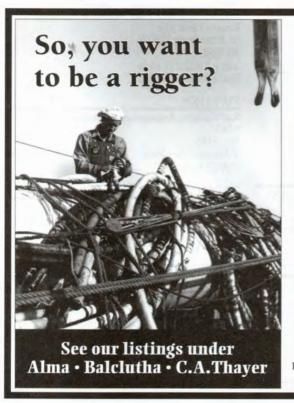
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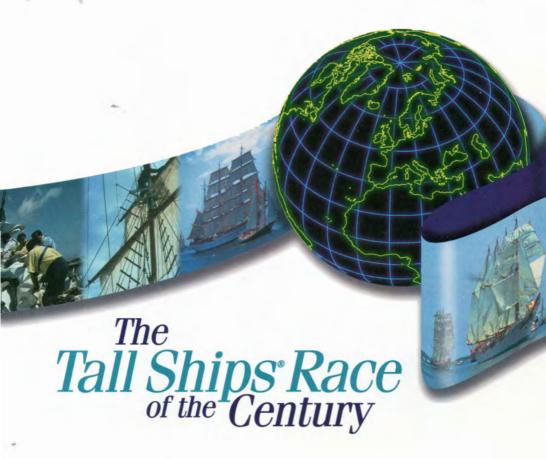
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GENOA

The Route

The first leg of the route will commence with two separate races, both in April and both over similar distances. One race will start from Southampton, England, and the other from Genoa, Italy, both finishing in Cadiz, Spain.

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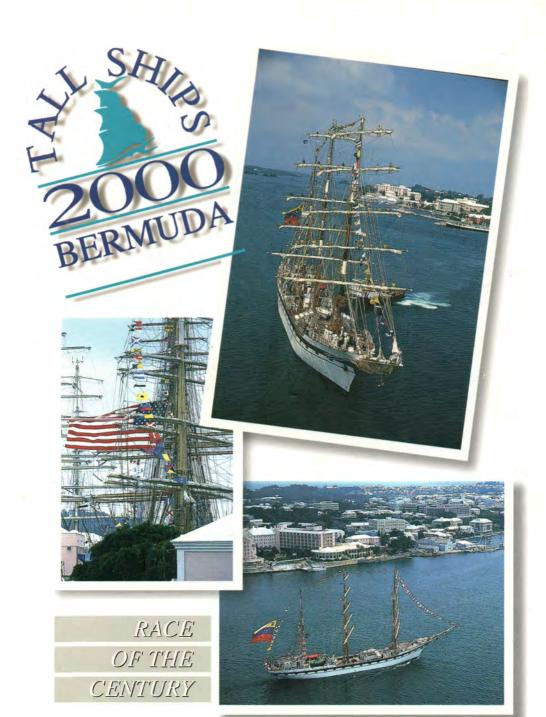




The second leg will be a westbound transatlantic race from Cadiz to Bermuda. The Fleet will then cruise north along the eastern seaboard of the United States, visiting a number of different ports en route to Boston. From Boston, the ships will race to Halifax, Nova Scotia.

The final leg of the route will be a transatlantic race from Halifax to Amsterdam, finishing in August.





June 9-12, 2000 BERMUDA

Bermuda Department of Tourism For further information call Carol Wills at: (441) 292~0023

